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Cedar log cabin home near Milton, Tennessee, built by Robert and Mary E. Overall in 1810. Robert Overall fought in the War of 1812 under Andrew Jackson. He was the son of Nathaniel Overall, one of the signers of the Cumberland Pact which established Fort Nashboro.



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A HISTORY OF THE ROADS OF RUTHERFORD COUNTY,
TENNESSEE, 1804-1878: HISTORIC ROAD
RESEARCH, AND ITS APPLICATIONS FOR
HISTORIC RESOURCE SURVEYS AND
LOCAL HISTORY

Edward C. Annable, Jr.

A thesis presented to the
Graduate Faculty of Middle Tennessee State University
in partial fulfillment of the requirements
for the degree Master of Arts

December, 1982

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TABLE of CONTENTS

Introduction *	Page	1
Rutherford County Public Roads from Indian Trails to the Civil War	Page	3
The Turnpike Era in Rutherford County 1830-1860.	Page	41
Roads in Rutherford County during the Civil War and Reconstruction	Page	119
Appendix A Road References in Rutherford County Quarterly Court minutes 1804-1877	Page	141
Appendix B Rutherford County Road Overseers 1804-1826	Page	192
Appendix C Verification of Selected Road Termini in Appendix A	Page	219
Appendix D Maps of Road Development in Rutherford County 1804-1878	Page	260
Selected Bibliography	Page	264

* Most of Chapter 1 and all of Chapter 5 were not published. These chapters discuss Benefits and Problems of Historic Road Research and could not be included due to space. Anyone wishing to read these chapters may find them in Middle Tennessee State University Library.

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CHAPTER I

INTRODUCTION TO HISTORIC RESOURCE SURVEYS AND HISTORIC ROAD RESEARCH

The road system is an important factor in the political, economic, and social vitality of an area. Routes of transportation from the roughly cut trail to the superhighway have always performed an important role in the development of a community or region. This thesis is oriented towards emphasizing the importance of utilizing the historical development of the road system in the local historic resource survey of historical, architectural, and cultural resources.

The research for supporting the proposition that the road system's development is important in planning for surveys and using the survey data is primarily from Rutherford County, Tennessee. The county is located in the central portion of the state, southeast of Nashville, the state capital. The years 1804 to 1878 were determined as the parameters for the study because 1804 signifies the establishment of the county and 1878 was the year in which the most detailed county map was published up to that time. In addition to a general history of the roads in Rutherford County, benefits for historic preservation and local history

are addressed in this thesis. In an effort to encourage further research into the roads as a resource for surveys, the methodology used as well as problems encountered during the research are expressed.

This thesis also includes four appendices primarily to serve as a data base and to aid individuals interested in the history of Rutherford County. The first appendix lists all references in the Rutherford County Quarterly Court Minutes that can possibly aid in determining the location of roads in the county. It does not include all references to the roads in the county; items such as some road overseer appointments and appropriations for tools were excluded. A table of road overseers during the early period of road construction is shown in another appendix. It is chronologically organized and attempts to trace the changes in road overseers. The concluding data for this appendix was arbitrarily determined primarily due to a lack of further data. The third appendix documents many of the road locations by tracing the land ownership of some road termini to the 1878 map. The final appendix consists of several maps showing the development of roads in the county to 1878.

CHAPTER II

RUTHERFORD COUNTY'S PUBLIC ROADS FROM
INDIAN TRAILS TO THE CIVIL WAR

This chapter will examine several major aspects of Rutherford County's roads, including the historical background of the roads prior to the formation of the county in 1804. Public roads built prior to 1861 will be extensively studied in this chapter. Major historical themes as well as relationships between the roads and historical events will be presented. This examination of the public roads will be oriented towards the construction process and the overall development of the roads rather than the specific locations which are presented in appendices A and D.

There were two historical precedents to the early Rutherford County road system; one precursor was the Indian influence in establishing trails in the area, and the other factor was the English background in the road construction system and technology. At the time of the arrival of settlers to the area known later as Rutherford County, there were no permanent Indian camps, but there were trails.¹ In

¹Travis E. Smotherman, "Archaeological and Anthropological Aspects of the Prehistory of Rutherford County," Rutherford County Historical Society Publication, no. 3 (1974), p. 21.

the eighteenth century the area was disputed as a hunting ground by several Indian tribes, including the Cherokees, Chickasaws, Shawnees, Creek, and possibly the Iroquois.²

Indians throughout North America were adept at blazing trails. Many trails were a result of Indians tracking herds of buffalo or deer and were later adapted to other uses such as commerce between tribes.³ They were influenced in their travel patterns by the natural topography of the land. In level areas, they sought trails allowing both ease of movement and directness. In areas of rough terrain, they preferred to make detours around hills. Their routes were determined by watercourses, hills, and valleys. As Indians predominantly settled along streams or rivers, the trails paralleled them.⁴

In Rutherford County, physical evidence of Indian trails has probably declined over time, but several important Indian trails traversed the area. The "Great South Trail," which ran southward from the Great Salt Lick in the vicinity of Nashville and through Williamson County, entered Rutherford County west of Eagleville. It proceeded in an eastern and southeastern direction to the head of Wartrace

²Ibid., pp. 22-25.

³Caroline E. MacGill, History of Transportation in the United States Before 1860 (Forge Village, Mass.: Murray Printing Co., 1948), p. 6.

⁴Wheaton J. Lane, From Indian Trail to Iron Horse: Travel and Transportation in New Jersey 1670-1860 (Princeton, N.J.: Princeton University Press, 1939), pp. 15-16.

Creek. From there it ran to the present city of Tullahoma and south to the Indian settlements in Alabama and Mississippi.⁵ It was a:

. . . broad beaten path made by the buffalo which came from the South to the French Lick (Salt Lick at Nashville's Sulphur Springs Bottom). . . . It was worn into the earth one or two feet or more in many places. In some places it was three or four feet wide.⁶

Another trail passing through Rutherford County was the "Cisca" or "St. Augustine Trail." It was called the "Nickajack Trail" by the settlers of Middle Tennessee. The portion of the trail in Rutherford County was part of a longer trail network that ran from Nashville by the Stone Fort, possibly Cisca, in Coffee County, Tennessee, to St. Augustine, Florida. From the old Stone Fort the trail crossed the Garrison Fork near Fort Nash, not far from the present town of Beech Grove and into the county. The trail passed by Black Fox Spring and through the Murfreesboro area to Nashville.⁷

The "Black Fox Trail," last of the Indian trails known to have passed through the county, was part of a longer trail known as the "Saline River Trail." The Saline River Trail began at the Cherokee settlements on the

⁵William E. Myer, Indian Trails of the Southeast (Washington, D.C.: Bureau of American Ethnology, 1924; reprint ed., Nashville, Tenn.: Blue and Grey Press, 1971), pp. 116-117.

⁶The Civil and Political History of the State of Tennessee, 2d ed., cited by Myer, p. 117.

⁷Myer, pp. 112-117.

Hiwassee River in East Tennessee. It crossed the Ohio River at Golconda, Illinois, and the Mississippi River at Cape Girardeau, Missouri, and extended into Missouri and Oklahoma. The Rutherford County portion of the route, or Black Fox Trail, ran from Woodbury in Cannon County west across the county line near Readyville and intersected the Nickajack Trail at Black Fox Spring. From there it split into two trails, one following the Nickajack Trail and the other branch entering Nashville along the Murfreesboro and Nashville Turnpike.⁸

The importance of the Indian trails lies in the fact that they were present in the Rutherford County area when the settlers arrived. Most secondary sources consulted by this writer support the idea that Indian trails were adapted by the early settlers into traces, later county roads, turnpikes, and finally modern state and interchange highways.⁹ This idea seems to be plausible as the Blackjack Trace was mentioned in the Rutherford County road orders.¹⁰ These Indian trails were possibly expanded into crude roads prior to the formation of Rutherford County, thus resulting in the absence of numerous references to them in the county's

⁸Ibid., pp. 103-105.

⁹Carlton C. Sims, ed., A History of Rutherford County (Murfreesboro, Tenn.: By the Author, 1947), p. 55; MacGill, pp. 6, 120; Lane, p. 33.

¹⁰Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book C, p. 167.

quarterly court minute books. It is evident that modern highways parallel the old trails if they do not use parts of them. Part of the Black Fox Trail identifies with U.S. Highway 70S, while the Nickajack Trail correlates with the Manchester Pike and the Old Nashville Highway. This relationship leads to the unanswerable questions of how much and where do the Indian trails impact on our modern transportation system?

The system of road construction and maintenance in nineteenth century Rutherford County had its origin in sixteenth century England. With the breakdown of feudalism, the government relied on the common law liability of the inhabitants of the parish to maintain the roads in good condition.¹¹ This was reinforced by a statute of 1555 which required every parish to muster its men once a year for six unpaid days of labor on the highways.¹² A surveyor of highways, or waywarden, was chosen in each parish on an annual basis. He had the authority to call out all the available labor of the parish to work on the roads.¹³

The English system of road construction and maintenance was adapted to the different conditions of North

¹¹Neil Cossons, The BP Book of Industrial Archaeology (Oxford, England: Alden Press, 1975), p. 316.

¹²Brian Bracegirdle, ed., The Archaeology of the Industrial Revolution (Ganbury, N.J.: Associated University Presses, 1974), p. 59.

¹³Cossons, p. 316.

America. This thesis will examine the road system of Colonial North Carolina because of Tennessee's close ties to North Carolina prior to 1789. Before 1715, surveyors were appointed for districts with the counties. When specific roads were petitioned for, the surveyors for the district in which the road was to be located were called to clear the road. The precinct court granted the petition and the district's surveyors marked the road's location. But over time, a committee or jury of from two to three men replaced the surveyors and delineated the route of the proposed road. After the road was marked out, the surveyor and the men of the district--called a road company--opened the road by removing the obstacles to traffic.¹⁴

After 1715, roads were laid off by a twelve-member jury. Surveyors were appointed by the precinct courts, and by law they were required to serve for one year. It was their responsibility to call out all male tithables or taxables, consisting of all free males sixteen years and older, and all slaves twelve years and older. By 1700 the term "overseer" and "surveyor" were used interchangeably, and by 1775 the term "overseer" was being used almost solely.¹⁵ For a period of time between 1734 and 1764 the

¹⁴Alan D. Watson, "Regulation and Administration of Roads and Bridges in Colonial Eastern North Carolina," North Carolina Historical Review 45 (Autumn 1968):401.

¹⁵Ibid., pp. 401-402.

northern and southern counties in the colony split into two types of road administration. The northern counties continued to use the old system while the southern counties adopted a commissioner system. Supervision of the roads was conveyed from the overseer and the road company to commissioners. This group of three to five men was independent of the precinct courts, and they were empowered to act as the courts and overseers had previously done in the construction of roads and bridges. The commissioner system was a failure in maintaining roads. The problem resulted from the death or removal of commissioners, or the neglect by these individuals of their duties. They could not be disciplined by the precinct or county courts for their laxness in fulfilling their duties.¹⁶

A law enacted in 1764 closed the break between the road systems of the northern and southern counties. All roads were to be twenty feet wide and laid out by a jury of twelve freeholders. The overseer was required to place a post with the direction to the nearest town or public ferry and the number of miles to the location wherever the road forked. They were also ordered to set mile markers on the roads.¹⁷

The roads in Colonial North Carolina were important in trade, travel, and local convenience. The people of the

¹⁶Ibid., pp. 402, 412, 413.

¹⁷Ibid., p. 403.

colony, in their petitions for roads, desired access to political, economic, social, and religious centers such as courthouses, river landings, churches, schoolhouses, warehouses, gristmills, and ferries. The road construction procedure usually began with a petition to the precinct or county court. If the court approved the road, directions for the road's route were given to a jury of twelve men. These freeholders had the duty of marking out the road and assessing damages caused by the construction. An overseer and road company were appointed to construct the road. The road jury was sworn before a magistrate and told to mark the road's route by the next court session and to provide a report of its activities. Many court orders for roads had to be reiterated because the juries were remiss in carrying out their duties.¹⁸

The overseers and road companies were responsible for constructing and maintaining the roads. All of the taxables within a road district constituted the road company. The courts would divide the district if the number of roads became too immense for one overseer to handle. Exemptions from duty in road companies were given to individuals who were over sixty years old and those physically unable to work. The road overseers and members of the road companies

¹⁸Ibid., pp. 403, 406, 407.

were liable to fines for not appearing to work on the roads or for keeping the roads in a state of disrepair.¹⁹

Road legislation of the state of North Carolina is important in understanding road development in Tennessee. The county courts had the power to order the laying out, altering, and discontinuing of public roads, and designating the location of bridges. All the roads were laid out by a jury of freeholders to the best advantage of the inhabitants. Roads were required to be twenty feet wide. All stumps and runners were required to be cut and cleared for a width of sixteen feet from the center of the road. If the overseer and members of the road company could not construct a bridge, it was contracted out to private individuals. To construct and maintain roads, all the male taxables from sixteen to fifty years of age were required to meet at designated locations to work on the roads. Those individuals who had been excused from working had to send three slaves or three other hands to work in their place. Anyone who refused or neglected to work on the roads when called was fined five shillings per day. This money went to the overseer to hire other laborers. No individual was required to serve more than one year in three as road overseer. The overseers had to notify each male taxable and slave owner of what tools they were to bring to work on the roads. The laborers had

¹⁹Ibid., pp. 408, 411.

to be notified three days prior to the designated workday or they could not be fined. It was legal for the road overseer to assign equal apportionments to the workers if requested by a majority of them. The overseer was still required to set up direction posts and mile markers or face a fine of five pounds. No individual was allowed to turn or alter any public road without permission from the county court.²⁰

According to Alan D. Watson, an authority on roads in Colonial North Carolina, the colony "possessed one of the poorest transportation systems in the colonies." He attributes this observation to several factors: the disdain for authority that the citizens had, physical obstacles, a scattered and insufficient population, and more roads authorized than could be sufficiently administered. Court orders for marking off roads were not obeyed. Overseers and laborers failed to complete their duties or even appear for work. The area of North Carolina studied by Watson abounded in sounds, rivers, and swamps, which hindered the physical completion of the roads. There were not enough men to maintain the existing roads, and as more roads were authorized

²⁰North Carolina, An Act to Empower the County Courts of Pleas and Quarter Sessions of the Several Counties . . . to Order the Laying Out of Public Roads . . . (1784), . . . (1791), quoted in Clifford K. Shipton, ed., Early American Imprints 1639-1800 (Worchester, Mass.: American Antiquarian Society, 1969), Readex Microprint, Evans No. 23641 (5th cont.), p. 532.

by the county courts, productivity declined, and the roads fell into disrepair.²¹

The importance of examining the road system of North Carolina prior to the statehood of Tennessee is to show the many similarities between the two systems. They will be brought out in examining Tennessee's and Rutherford County's road system. Several facets of North Carolina's road system should be considered. These include the role of the county court, road jury, road overseer, and those who worked on the roads.

The first effort at constructing roads in Tennessee began in 1778 when commissioners were appointed to mark out a road from Jonesboro in Washington County to Burke County, North Carolina. It was a very roughly cut road and at times was not passable for wagons. In 1783 a road from Mansker's Station to Nashville was ordered to be cleared of growth that had been permitted to grow in the road.²² James Robertson petitioned North Carolina's House of Commons in 1784 to authorize the recruiting of troops to construct a wagon road from the lower extremity of Clinch Mountain to the Cumberland settlements. This endeavor did not begin until 1787 when an eighty-man battalion command by Maj. Thomas Evans began cutting the road from Clinch Mountain. Peter Avery, a hunter, was appointed to mark out the route.

²¹Watson, p. 417.

²²MacGill, pp. 27-28.

The soldiers cut the trees to a width of ten feet and occasionally leveled the road. This road, known as the "North Carolina Road," "Avery's Trace," or the "Old North Carolina Trace" was not completed until September 1788. After all the labor invested in the road, it still could not support wagon travel. Anything that could not be carried on horseback was shipped down the Tennessee River and up the Ohio and Cumberland Rivers to Nashville.²³

It was not until after Tennessee was admitted as a state that any attempt was made to construct a viable wagon road from East Tennessee to Nashville. In 1799 the state's General Assembly appointed three individuals (William Walton, William Martin, and Robert Kyle) as commissioners to open a road. The legislature also appropriated one thousand dollars for its construction. Construction began in 1799 but was not completed until 1802. The commissioners marked out the route of the road. The road laborers had to cut down trees to a minimum width of twelve feet in the mountains and fifteen feet for the remainder of the route. The road had to be leveled by shovel and measured for mile posts. Bridges and causeways had to be constructed where necessary. The road became known as the "Walton Road" because Captain Walton had been the leading commissioner in surveying the road and overseeing the actual construction. In 1801 the General

²³John Dawson Boniol, Jr., "The Walton Road," Tennessee Historical Quarterly 30 (Winter 1971):403.

Assembly incorporated it under the name of the Cumberland Turnpike Company, and toll was collected to help defray the cost of construction.²⁴ The significance of these early roads for the history of Rutherford County's roads lies in the fact that the first intrastate road that can be considered a true wagon road was completed only two years prior to the formation of Rutherford County. From this it can be surmised that there were few wagon roads in Rutherford County prior to its formation. This writer believes that the technology used in constructing the Walton Road was not much different from that used in the construction of early Rutherford County roads.

The first public road legislation in Tennessee was enacted in 1796 by the General Assembly. The legislature deemed a public road to be any road that was viewed and laid out or altered, if the road was viewed by five to twelve freeholders. Any damages that resulted from the construction of the road was paid by the county. A jury had to be summoned to assess the damages. In order that no individual be compelled to work on more than one road, the county quarterly court had the power to designate which road each individual would work on.²⁵ This writer believes that

²⁴ Ibid., pp. 406-407.

²⁵ Tennessee, An Act for Amendment of the Laws Respecting Public Roads and Ferries, Tennessee Session Laws, Acts Passed at the First General Assembly (1796), pp. 48-49. Hereafter cited as Public Acts.

Tennessee was at this time still utilizing the road laws of North Carolina because this is the first legislative reference to road laws and it is referred to as an amendment.

There were roads located in Rutherford County prior to its formation by an act of the General Assembly in 1803. There are several references in the Rutherford County deed books to Taylor's Trace. The exact location of this trace is unknown, but it was in existence prior to 1794. Gen. James Robertson mentioned the trace in orders to Major Ore. His force was to march from Brown's Blockhouse and proceed along Taylor's Trace in the direction of the Tennessee River. The unit departed the blockhouse on September 7, 1794, and encamped at Black Fox's Camp. Major Ore's force then proceeded to the Barren Fork of the Duck River near the Stone Fort and attacked the Cherokee and Creek Indians of the Lower Towns on the Tennessee River.²⁶ Brown's Blockhouse was located west of the present Hillsboro Road near the headwaters of Richland Creek.²⁷ With the locations of Black Fox's Spring and the Stone Fort, the route of Taylor's Trace was very similar to the Nickajack Trail. Major Ore's

26A. W. Putnam, History of Middle Tennessee or Life and Times of Gen. James Robertson (Nashville, Tenn.: n.p., 1859; reprint ed., Knoxville, Tenn.: University of Tennessee Press, 1971), p. 479.

27James A. Crutchfield, Early Times in the Cumberland Valley from its Beginnings to 1800 (Nashville, Tenn.: First American National Bank, 1976), p. 128.

advance into Indian territory was also known as the Nickajack Campaign.²⁸

There were several roads in the county that probably were viewed and marked out while it was a part of Davidson and Wilson counties. These include roads from Robert Smith to Cummin's Mill, the forks of Stones River to the Davidson County line, Howell's Mill to Bird Nance's, John Sullin's Creek to Thomas Rucker, William Kimbro's to a ford on Hurricane Creek, Billingsley's to Stewarts Creek, the Garrison Road, and others.²⁹ The Rutherford County Quarterly Court appointed road overseers to these roads in the early period of county government, but the court never appointed a jury of view to open the road. The Quarterly Courts of Davidson and Wilson counties probably had appointed the jury of view to open the road, and Rutherford County's Quarterly Court assumed the responsibility of appointing overseers to supervise the maintenance of the roads. Also, references to the Chickamauga Trace and Taylor's Trace in land descriptions in Rutherford County's deed books were found.³⁰

The road legislation, which was to regulate the construction of public roads in the state throughout the time frame of this thesis, was enacted in 1804. Minor

²⁸Putnam, p. 479.

²⁹See appendix A.

³⁰Rutherford County, Tennessee, County Register's Office, Deed Books M, p. 518, and 3, p. 694.

amendments were enacted periodically by the General Assembly. This legislation is of extreme importance in understanding the process of road construction in nineteenth century Tennessee.

All roads which had been previously laid out were declared public roads by the General Assembly. The county quarterly courts were given full power and authority to order the "laying out of public roads where necessary." The courts were also given the power to discontinue roads that were found useless and to alter roads to make them more useful to the local inhabitants. The authority to approve river ferries and locate bridges was also given to the quarterly courts. The county courts were responsible for calling overseers to account for money obtained from fines that were paid for defaulting on road labor. The money was to be used in maintaining the public roads and bridges.³¹

The public roads, according to the legislation, were to be laid out by a jury of freeholders numbering from five to not more than twelve individuals. Their oath upon appointment was:

I, _____, do solemnly swear or affirm that I will lay out the road now directed to be laid out by the court of pleas and quarter session to the greatest ease and advantage of the inhabitants; and with as little prejudice to inclosures as may be,

³¹Public Acts (1804), p. 3.

without favor, affection, malice, or prejudice, and to the best of my skill and knowledge.³²

The "jury of view,"³³ as it was called in Rutherford County, was supposed to lay off the roads at least twenty feet wide, if it was practicable from the terrain standpoint. The overseers were directed to "completely cut and clear all stumps, rocks, brush and obstructions so far as practicable for the width of sixteen feet in the center of the road under their care." They were to build the necessary bridges through swamps and across small runs and creeks. These bridges were to be sixteen feet in width. If the road overseer and the members of his road crew were not capable of constructing the bridge, the county court was empowered to have the construction and maintenance contracted. The cost of construction would come from county tax receipts. If the bridge crossed county lines, the construction costs would be defrayed by both counties in proportion to the number of taxables in both counties.³⁴ A toll bridge or causeway was authorized for rivers and large creeks, where the depth, current, or width of the water obstacle would cause the bridge's construction and maintenance to be a burden on the taxpayers.³⁵

³²Ibid., p. 4.

³³Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book B, p. 155.

³⁴Public Acts (1804), p. 4.

³⁵Ibid., p. 5.

Overseers of roads were to be appointed annually by the county quarterly court. According to the legislation, no person was compelled to serve as overseer for more than one year in five.³⁶ Annual appointments of overseers did not always hold true in Rutherford County, and many overseers served more than one full year.³⁷ The road overseer was to summon all white males from eighteen to fifty years of age and notify all slave owners to send their male slaves of the same age to work on a road at a certain time and place. The county court determined who would work on each road by determining the boundaries for each particular road. No individual was compelled to work on more than one road. Several exemptions from working on public roads existed: judges of a superior court, ministers, keepers of public ferries, justices of the peace, the governor, secretary of state, attorney general, and any free white persons sending three slaves or other able persons to work on the road. Nothing from this act was interpreted to exempt the slaves from working on public roads within their district.³⁸ This might seem to be a physical impossibility since all males between eighteen and fifty years of age had to work on the road. So how could a slave owner provide three slaves to work on the road instead of himself? This writer believes

³⁶Ibid., pp. 5-6. ³⁷See appendix E.

³⁸Public Acts (1804), pp. 5-6, 9.

that the slave owner might have had several tracts of land in the county; and, to work on a road near one tract of land, he would use slaves living in another district.

There were several fines associated with public roads that were assessed against those eligible for work on public roads, overseers, and travelers. Upon notice from the road overseer, anyone who refused or neglected to work on the road was liable to fine of seventy-five cents per day that the individual did not work. The process involved the road overseer's going before any justice of the peace to initiate a warrant against the recalcitrant worker. The local constable would collect the fine and pay it to the overseer, who would expend the money to hire other individuals to work on the road. The road overseer had to notify those individuals who worked on the road of what tools to bring and the time and place of the work at least three days prior to the appointed day. If he did not, the individual was not held liable for the fine.³⁹

The road overseer was liable to an indictment by a grant jury if he refused or neglected to perform his duties, excused any person who failed to attend the work, or accepted any bribe. If any person refused to serve as a road overseer, he was fined fifty dollars. This money was recovered by the county solicitor if the individual did not

³⁹ Ibid., pp. 6-7.

give sufficient cause for refusing.⁴⁰ The overseer could be fined five dollars for failing to set up and maintain posts pointing the direction and displaying the mileage to public places. Anyone caught knocking down or defacing the posts was fined fifty dollars.⁴¹ The overseer was also required to measure his road, set up mile markers in a legible and durable manner, and maintain them in good condition. Neglecting to mark the miles or repair the markers resulted in a five-dollar fine. In 1819 the General Assembly required that the markers be of durable wood. The overseer, who failed to keep his road and bridges in good repair for a period of fifteen days, was liable for a fine of five dollars unless he was delayed by extremely bad weather.⁴²

No individual could turn or alter any public road unless approval was obtained by the quarterly court. A jury of view had to report the potential consequences of the alteration to the court. Once the road was turned or altered, the overseer had to certify that the new road was in good condition before the old portion of the road could be closed. Anyone turning a road from its old route without permission was liable for a fine of five dollars. If any individual believed that he had been injured by the construction of the road, he could petition the quarterly court

⁴⁰Ibid., p. 6. ⁴¹Ibid., p. 7.

⁴²Ibid., p. 8; Public Acts (1819), p. 50.

for a jury of view to consider the project and assess the damages. Either the road could be turned to solve the problem, or the county could pay the individual for the damages. The jury had to weigh the public good against the individual's injury.⁴³

Evidence of the administration of early public roads in Rutherford County is limited to road orders and jury of view reports in the county quarterly court minute books. The process was basically the same as that stated in the legislation of 1804. The quarterly court would appoint from five to twelve freeholders as a jury of view to mark out a road, usually from two designated points. Sometimes a more involved description was given by the court.⁴⁴ There are few references as to who originally petitioned to have the road built. This writer believes that the county court, the jury of view, and the road overseer were familiar with the road legislation of 1804, as the consistent order given to the jury of view was to mark the road the "nighest and best way."⁴⁵ This would allow a broad interpretation of the court order if those involved were not aware of the state law.

⁴³ Public Acts (1804), pp. 8-9.

⁴⁴ See appendix A.

⁴⁵ Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book A, p. 12.

The jury of view was ordered to report back to the County Court at the subsequent session with the results of their work.⁴⁶ From researching the court minutes, this writer believes that in a majority of the cases the jury never reported back to the court. It is also possible that the clerk never recorded the jury's report in the court minutes. Another explanation is that the jury of view never accomplished the task. The road orders in appendix A of this thesis show that the quarterly court often repeated an earlier order to view and mark out a particular road.⁴⁷ A final interpretation is that the jury of view was late in accomplishing the marking out of the road.

It can be ascertained if the road was constructed by determining when the road overseer was appointed by the county court to open and keep the road in repair. This appointment signified approximately when work began on constructing the road. If the road was lengthy in distance, several overseers were appointed to supervise its opening and maintenance.⁴⁸ During the early period of the county's government, sometimes the overseer's workers were identified by name.⁴⁹ Later the county court designated the overseer's workers by delineating geographic boundaries. The court

⁴⁶Ibid., Book A, p. 7.

⁴⁷See appendix A.

⁴⁸See appendices A and B.

⁴⁹Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book A, p. 129.

also ordered those eligible to work on roads, who lived within one to three miles on each side of the road, to work under the supervision of an overseer.⁵⁰

There were occasions when an individual petitioned the county court to turn a road more favorably with their own interests.⁵¹ The Rutherford County Court was amenable to discontinuing roads if they served no useful purpose.⁵² There were also instances when the county court appointed a jury of view to assess the damages that had resulted or would result from the construction of a particular road. One well-documented case was that of Capt. William Lytle's attempt to get the court to alleviate the damages of a road. The road began at the west end of Main Street in Murfreesboro and ran in a straight direction through Lytle's land to the place where the Franklin Road crossed the west fork of Stones River. The initial court order for a jury of view to mark out the road began in 1819 and was not settled until 1821.⁵³

In 1805 the General Assembly appointed Jesse Bean, John Drake, and John Gowen commissioners to view, mark, and survey a road from the headwaters of Stones River to intersect the Georgia Road. This was to be accomplished in

⁵⁰Ibid., Book A, pp. 4, 135.

⁵¹Ibid., Book A, p. 136.

⁵²Ibid., Book A, p. 186.

⁵³Ibid., Book O, pp. 86, 179, 180, 231, 324; Book P, pp. 6-9, 194.

accordance with the treaty signed at Tellico with the Cherokee Indians in 1798. These commissioners were to select the most direct route under the circumstances and note principal water courses, mountains, and other remarkable places. The road had to be sixteen feet wide and cleared so as to allow loaded wagons to travel on it.⁵⁴ It is possible that all three of these individuals owned land in Rutherford County.⁵⁵ It is unknown what resulted from the legislative appointment, but the road was mentioned in a Senate report dated October 23, 1809. George Doherty, Archibald Rhea, and John Dew were commissioners who had examined the road cut out by John and George Lowry from the headwaters of Stones River "through the Cherokee Nation to where the great road led--to the State of Georgia." The commissioners reported it was passable by all types of "land carriages." The examination of the road took the commissioners twenty-eight days to complete, and they used "chain carriers" to survey the road.⁵⁶ The importance of this road is that it was probably the first wagon road from Rutherford County to southeastern Tennessee.

⁵⁴ Public Acts (1806), pp. 158-159.

⁵⁵ Henry G. Wray, Rutherford County, Tennessee, Deed Abstracts Vol. 1 1804-1810 (Smyrna, Tenn.: By the Author, n.d.), pp. 124 130, 132.

⁵⁶ John Dew, "Report in [the] Senate," 23 October 1809, Folder 12, Box 9, Record Group 60, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

The General Assembly noticed in 1807 that there was a general shortage of the necessary tools to open public roads and remove rocks and other obstacles. It authorized the county courts to reimburse road overseers for purchasing a stone hammer and crowbar. These tools had to be kept by the overseer and not used for any purpose other than road work. The overseer was liable for a five-dollar fine for lending out the tools.⁵⁷ The stone hammer and crowbar were utilized throughout the period prior to the Civil War. Requests for financial reimbursement for purchasing these tools are evident in the quarterly court minutes. The stone hammer is often referred to as a sledge hammer in the Rutherford County court minutes.⁵⁸ Those individuals who worked on the roads were referred to as "hands" in their allotment to the road overseers of the county.⁵⁹

In 1811 the General Assembly passed legislation requiring the county courts to appoint a suitable number of overseers for stage roads. The stage roads, when opened, had to be at least thirty feet wide, and causeways on the stage road had to be at least twenty feet wide. The stage roads were to be kept in repair according to the road

⁵⁷ Public Acts (1808), p. 101.

⁵⁸ Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book Z, pp. 94, 114.

⁵⁹ Public Acts (1811), p. 111; Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book A, p. 7.

legislation of 1804.⁶⁰ The first reference to a stage road in Rutherford County was in 1817. An 1834 gazetteer listed two stage routes that ran through Rutherford County: one from Nashville through Mount View, Murfreesboro, Shelbyville, Lynchburg, Fayetteville, Hazle Green, and Meridianville to Huntsville, Alabama, a total distance of 117 miles; and the other from Knoxville to Nashville, via Sparta, Murfreesboro, and Jefferson.⁶¹ A stage coach advertisement of an unknown date announced that a stage coach owned by Todd and Company:

. . . will leave the St. Cloud, Commercial, and Sewanee Hotels in Nashville for Murfreesboro on Tuesdays, Thursdays, and Saturdays at 8 o'clock A.M. and will leave the Keystone House in Murfreesboro on Mondays, Wednesdays, and Fridays for Nashville at 8 o'clock A.M.⁶²

Enclosing land of one property owner by another must have been a serious problem in the early nineteenth century, as the General Assembly passed legislation in 1811 concerning the problem. This legislation allowed property owners to build private roads through lands enclosed by other property owners who refused passage. The county court had to summon a jury of view upon a petition of the surrounded

⁶⁰Public Acts (1811), pp. 136-137.

⁶¹Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book L, p. 80; Eastin Morris, Tennessee Gazetteer (Nashville, Tenn.: W. Hasell Hunt and Co., 1834; reprint ed., edited by Robert M. McBride and Owen Meredith, Nashville, Tenn.: Gazetteer Press, 1971), pp. 302-303; see Appendix A.

⁶²"Notice," no date, Accession Number 919, Map Cabinet Number 1, Manuscript Section, Tennessee State Library and Archives, Nashville, Tennessee.

individual. It was to lay off and mark out a road so as to do the least possible damage to all involved individuals. The road was not to exceed fifteen feet in width, and the petitioner was to keep the road in good repair. Anyone obstructing the road could be fined.⁶³ The same legislation was reenacted in 1869, so the problem must have been a recurrent one.⁶⁴

In 1821 the General Assembly passed legislation designating that the public roads in Tennessee would be of three different classes. First class roads were stage roads or other roads deemed by the county quarterly court to be of equal importance. No width was given for this road. Since the road legislation of 1804 authorized roads to be twenty feet wide, it is presumed they were from twenty to thirty feet wide, the width authorized in 1811 for stage roads. These roads had to be maintained, indexed, marked for mileage; and bridges and causeways had to be erected on them. Second class roads were known as wagon roads. They had to be twelve feet in width and cleared of all obstacles. They had to be causewayed and bridged where necessary to afford safe passage for loaded wagons. They also had to be indexed and mile marked. The third class roads were to be constructed with sufficient width to allow the passage of horse

⁶³ Public Acts (1811), p. 65.

⁶⁴ Tennessee, Statutes of Tennessee 1858-1871 (Nashville: [title page missing], 1871), p. 226.

and rider, and milling on the backs of individual horses. The roads had to be bridged and causewayed where necessary to allow safe passage. The term "index," referring to first and second class roads, was the building of directional posts at forks in the road that showed the direction to the nearest public place. Trees along the route were notched according to the class--three notches for first class roads, two notches for second class roads, and one notch for third class roads. The county quarterly court had to assign a competent number of hands to keep the first and second class roads in good repair. The third class roads were worked only when necessary, presumably after the other classes of roads were in good condition. The quarterly courts decided the class of the roads that were constructed. The court did not need a jury of view to decide on third class roads.⁶⁵ For roads that the county court refused or failed to class would be kept in the same condition as required by the road laws in force.⁶⁶ In 1823 the General Assembly made a reference to the first class roads as those on which the mail stages traveled.⁶⁷

The General Assembly on several occasions amended the road legislation of 1804 regarding overseers and those who worked on the public roads. In 1823 the legislature

⁶⁵Public Acts (1821), pp. 10-11.

⁶⁶Ibid., (1822), p. 19.

⁶⁷Ibid., (1823), p. 19.

prohibited the appointment of a road overseer who did not live within the bounds of the road hands.⁶⁸ This signifies that the overseer lived in the general vicinity of the road as did the hands who worked on the road. It also may be interpreted to mean that the inhabitants of an area, who were liable to work on roads, did not want outside supervision. In 1825 paper makers were no longer exempt from working on roads.⁶⁹ This indicates that those who had the skills of making paper were highly regarded in the communities of Tennessee during the early nineteenth century. Searchers and members of patrols were exempted from working on public roads in 1831. Those who served a term of three months on patrols were exempted for twelve months of road work. In 1860 one miller at operating grist mills and common school commissioners were exempted from working on public roads. That same year, slave owners were no longer exempted from working on roads. Previous road legislation never mentioned that female slaves were required to work on roads, but they were exempted in 1860.⁷⁰

In 1833 the General Assembly outlawed horse racing on public roads. Those who gambled on or operated horse racing on public roads and those who aided or abetted the activity were liable for indictment under the state's gaming

⁶⁸Ibid., p. 15.

⁶⁹Ibid., (1826), p. 13.

⁷⁰Ibid., (1831), p. 124; (1859-1860), pp. 30-31; (1860), p. 13.

laws. This legislation did not affect turf racing or horse racing run on a track.⁷¹ No reason was given for this action, but it could possibly relate to public safety or an attempt by the legislature to put some type of constraints on horse racing. There also might have been a morality issue involved in the legislation.

Evidently the public roads of Tennessee had a road sign problem in the 1830s, as many individuals believe the highways presently have the same problem. In 1835 it became illegal for a road overseer or anyone else to set up any false signs misrepresenting a road's condition, either as to its excellence or distance. False representations concerning a road, calculated to influence strangers to travel on a road, were prohibited. The individual who became lost, stuck, or delayed and who brought suit against the responsible person, was entitled to one-half of a twenty-five dollar fine. Any overseer who did not remove false signs from the road within ten days of observing them was liable for a twenty-five dollar fine.⁷²

The road overseer was responsible not only for the maintenance of the roadbed but also for the place where the road crossed a river or stream. An act passed in 1842 required the road overseer to have his workers construct

⁷¹Ibid., (1833), p. 6.

⁷²Ibid., (1835-1836), pp. 114-115.

foot bridges where the width of the stream and the condition of the banks allowed it. A foot log was to be built on the side of the ford for the passage of travelers on foot. It was to be constructed of well hewn durable timber, one foot in width and flat on the top. The foot log was to be "abutted on either side of said stream or run upon good sound abutments of stone or timber above high water mark."⁷³ There are references made to "pole bridges" in the Rutherford County Quarterly Court minutes, and it is assumed that bridges of this type were constructed in the county.⁷⁴

A law enacted in 1860 promoted the clearing out of fords where public roads crossed rivers or streams. At the April term of the county quarterly court, with a majority of the magistrates approving, the magistrates of each civil district could report which fords in the district needed to be cleared of obstructions. The court was to act on each ford separately. The approved list of fords was given to the sheriff, who advertised for bids for the fords' clearing. Contracts for the fords' clearing were given to bidders at the July term of the court. The contractor cleared the ford of all loose rock; all fastened rock had to be battered down with heavy, blunt, or square-end crowbars or sledge hammers. All rubbish and other obstacles were cleared if the action did not deepen the ford. The

⁷³Ibid., (1842), p. 161.

⁷⁴See appendix A.

cleared width of the ford depended on its use, although no ford was cleared over sixty feet in width. The contractor returned to the court's August term with a certificate signed by two freeholders who witnessed the completion of the clearing of the ford. It is believed that much activity in clearing out of the river fords was postponed until after the Civil War when there were perhaps more obstacles in the river and stream fords.⁷⁵

Legislation enacted by the General Assembly in 1850 ordered that third class roads were to be opened seven feet in width and that a fourth class road be authorized. Fourth class roads, called bridle ways, were probably those roads constructed in the state that were not wider than seven feet.⁷⁶ The extreme variance in road widths is evident in comparing this to earlier legislation. Prior to the Civil War, public roads existed in the county and state where widths measured from under seven feet to thirty feet.

Research of the Rutherford County Quarterly Court minutes for road orders and appointments of juries of view did not reveal any after 1826. Only bridge building and repair and overseer appropriations were included in the minutes after 1826. A positive answer for not showing the information formerly given was located in the minute book

⁷⁵Tennessee, Statutes of Tennessee 1858-1871, pp. 58-59.

⁷⁶Public Acts (1850), p. 294.

for 1839. Robert S. Morris, the Clerk of the Rutherford County Quarterly Court, was allowed:

. . . \$1.50 for one blank book to record marriage licenses, \$2.50 for one blank book to record school commissioners and their reports, \$1.00 for seventeen juries of view and thirty-nine road orders.⁷⁷

This indicates that between 1827 and 1838 Rutherford County altered its documentation procedure by adopting separate road order books, but no road books were located in the research for this thesis. Table 1, which shows the amount of road orders and requests for juries of view, is helpful in determining the amount of public road construction in the county after 1827.

That there was a large amount of public road construction in the 1840s and 1850s is shown in Table 1. This in itself might indicate why the county court adopted the separate road books. Recording of road construction in the county became too cumbersome to be included in the regular court minutes. Another possible explanation for this change was that on May 22, 1828, the county court was of the opinion that:

. . . some of the public roads and highways in this county, and particularly the stage road, are in bad condition, and it being the opinion of the court that it is of the highest importance to the public, that said roads should be at all times kept in good repair.⁷⁸

⁷⁷ Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book Z, p. 103.

⁷⁸ Ibid., Book V, p. 203.

TABLE 1
RUTHERFORD COUNTY JURIES OF VIEW
AND ROAD ORDERS

Year	Number of Juries of View	Number of Road Orders
1839	17	39
1840	22	42
1841	--	--
1842	--	--
1843	--	--
1844	--	--
1845	--	--
1846	10	62
1847	15	58
1848	24	57
1849	23	73
1850	27	83
1851	48	93
1852	43	92
1853	55	75
1854	27	106
1855	18	102
1856	17	70

SOURCE: Rutherford County, Tennessee, County Court Clerk's Office, Quarter Court Minute Book Z, pp. 103, 163, 565, 63; Book AA, pp. 56, 135, 221, 333, 459; Book BB, pp. 155, 326, 497; Book CC, p. 45.

As a result, the court ordered that Samuel H. Laughlin be appointed to assist the state's attorney general in any prosecutions that had been or would be initiated against any road overseers.⁷⁹ This might have resulted in the county court's altering its procedure of recording road information. Instead of looking through several volumes of court minutes to locate directors for a road, concerned individuals could refer to volumes that pertained only to public roads.

This chapter has examined the early public roads in Rutherford County and, to some extent, in Tennessee.

George Rogers Taylor, in The Transportation Revolution 1815-1860, refers to this type of road as the "rural road." These rural roads led from farms in neighboring towns, mills, cotton gins, and country stores.⁸⁰ Taylor states,

. . . the fact that the years from about 1800 to 1830 have been called the "turnpike era" has diverted attention from country roads, roads which were really much more important . . . than were the turnpikes, which were chiefly designed for travel between large towns or . . . westward across the mountains.⁸¹

He provides several reasons as to why the rural or public roads were permitted to continue in poor condition. Rural communities during this period had neither the capital nor

⁷⁹Ibid., Book V, p. 203.

⁸⁰George Rogers Taylor, The Transportation Revolution 1815-1860, The Economic History of the United States, no. 4 (New York: Rinehart and Co., Inc., 1951), p. 15.

⁸¹Ibid., p. 16.

the manpower to expend on improving the system of country roads. The interest of the farmer was in clearing land and building homes, schools, and courthouses. The second factor involved road building as a community responsibility, and for citizens to work off their highway taxes. The road workers assembled often in a carnival mood and at a time of year when farm work was slack. This was frequently not the best time to construct roads. The road overseers and workers were skilled at cutting trees and pulling stumps, not highway engineering. Finally, according to Taylor, farmers did not deem it worthwhile to expend large amounts of labor and expense on constructing good roads. Road maintenance was low priority work. Bad roads were an inconvenience to the farmer.⁸²

Research for information about Rutherford County roads seems to uphold the explanations given by George Taylor for poor roads. The county court authorized many roads to be constructed from 1804 to the Civil War, but there was never a sufficient labor force to keep all of the public roads properly maintained. This is emphasized when male residents had to contribute only five days of labor each year to road work. There were also individuals exempted from the potential labor pool used by the overseers for work on the roads. It might be possible to test

⁸²Ibid.

this by using the census records for a district in Rutherford County and comparing the road mileage.⁸³

Due to the simple technology used in road construction prior to the Civil War, there was little need for a large amount of capital. With sledge hammers costing the county about \$3.50 each in the 1830s and 1840s and that being the major expense to the county, a large amount of capital was not necessary. Most of the other tools were brought from the farm.⁸⁴ As to the lack of knowledge in constructing roads, the road workers had developed skills over time which had been tested by the environment and experience. Farmers became adept at building roads because they did not have professionals to construct roads. They followed common rules such as selecting the shortest and most direct routes commensurate with easy grades or constructing the road along the southern or western slope of ridges so that it would be least exposed to storms and would dry out more quickly.⁸⁵ No comment on the outlook of those who worked on the public roads can be given as

⁸³ Public Acts (1873), p. 161. The amount of mandatory days worked on the roads by male residents prior to 1873 was not found in earlier road legislation. It is assumed that the days required of the male residents were approximately the same.

⁸⁴ Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book Z, pp. 180, 326, 401, 566.

⁸⁵ Logan Waller Page, Roads, Paths and Bridges, The Farmer's Practical Library (New York: Sturgis and Walton Co., 1913), p. 64.

no eyewitness accounts of road work were located. That the roads of Rutherford County were not of low priority can be seen by observing the number of turnpikes located in the county that were chartered from 1830 to 1860. This road building mania does not identify with a society that sees poor roads and transportation as an inconvenience.

CHAPTER III

THE TURNPIKE ERA IN RUTHERFORD COUNTY,
1830-1860

If transportation in Rutherford County during the nineteenth century is examined, it is most likely that two major developments will be noticed. One development was the introduction into the county in 1851 of the Nashville and Chattanooga Railroad.¹ The other more pervasive transportation improvement was the construction of an extensive network of turnpikes from 1830 to 1860. These turnpikes were the predecessors of many of the county's present roads.

It is interesting to note that turnpikes, like early road technology and the administrative system for building roads, were initiated and developed in England. The renowned turnpike builders like "Blind Jack" Metcalf, Thomas Telford, and John Loudon McAdam built roads that were, in many respects, copied in the United States. It is important for later comparison between the English turnpikes and those constructed in Rutherford County to describe the methods used by Telford and McAdam. Telford's method began by laying a solid course of big stones seven inches in depth.

¹Sims, p. 223.

On this course a four-inch layer was built up, and a two-inch binding layer of gravel was added. Attention was given to the road slope to insure that it slanted from the crown or high point to the sides of the road.² McAdam's method left out the costly footing of large stones. Two four-inch layers of broken stone were placed on the camber or sloped roadbed.³ None of the stones utilized were to exceed six ounces in weight. To establish the size of the rocks, the road surveyors carried either a pair of scales with six-ounce weights or a two-inch-diameter metal ring.⁴ On top of the two layers of broken stone, a two-inch layer of one-inch-diameter stone was consolidated to the others by ramming and later by traffic. The success of these types of roads was in their ability to drain and repel water.⁵

It is possible that the technology involved in constructing the turnpikes came from Pennsylvania rather than from England. John McAdam moved to England from America in 1789 and possibly carried with him ideas on constructing roads that did not deteriorate rapidly from water.⁶ The introduction of the turnpike as a toll road in the United States began with the Lancaster Turnpike built around 1792.

²Bracegirdle, p. 72; Cossons, p. 321.

³Bracegirdle, p. 72. ⁴Cossons, p. 321.

⁵Bracegirdle, p. 72. ⁶MacGill, p. 52.

It was referred to as being macadamized; but, since the process was not invented until after 1816, that is open to question.⁷ The major impetus for the construction of turnpikes in portions of the United States was the War of 1812. This impetus resulted from the need for troop movements and the general improvement of commerce following the war. The controversy over Federal support for internal improvements and sectional jealousy influenced the delaying of turnpikes and other internal improvements in the South.⁸

The first turnpike company incorporated by the General Assembly in Tennessee was the Cumberland Turnpike Company in 1801. It was the company formed to finance Walton's Road. The act of incorporation gave certain individuals authority to collect tolls on the road. The toll receipts were allocated to pay the toll keepers and for the road and its maintenance.⁹ Besides the legislature's chartering of turnpike companies, it also appointed commissioners to have a particular road cleared, opened, and maintained, much like the Georgia Road.¹⁰ According to Stanley Folmsbee, a noted Tennessee historian, the expansion of settlement, trade, and commerce led to the development of an increased

⁷Lane, p. 143; Bracegirdle, p. 72.

⁸Taylor, pp. 18-23. ⁹Boniol, p. 407.

¹⁰Stanley John Folmsbee, Sectionalism and Internal Improvements in Tennessee 1796-1845 (Knoxville, Tenn.: East Tennessee Historical Society, 1939), p. 24.

interest in the construction of turnpikes in Tennessee. This interest increased after the process of macadamizing became familiar.¹¹

In Middle Tennessee, the merchants of Nashville encouraged the construction of turnpikes that radiated from the city into the outlying area. Travel on Middle Tennessee's roads in 1834 was described in a newspaper account:

With a heavy load of cotton a strong team can not travel more than ten or fifteen miles a day. The mud is from 6 to 18 inches deep, the ruts are frequent and dangerous quagmires, which occur "ever and anon," are bridged over with logs that are often broken or decayed.¹²

Gov. William Carroll in 1824 advocated the incorporation of turnpike companies to improve commerce in the state. In 1827 Gov. Sam Houston argued for improving the terms of incorporation to promote private investment. He stated that promotion of private capital was necessary

. . . because the "deep richness of the soil" in certain parts of the state made difficult "the construction of public roads upon the ordinary plan," and because "the population residing in the neighborhood of great and leading market roads, can not with the labor and time justly devoted to that duty continue such repairs as our present laws contemplate for all public highways."¹³

¹¹Ibid., p. 72.

¹²Nashville Republican and State Gazette, 27 November 1834, cited by Folmsbee, p. 17.

¹³Folmsbee, p. 72.

On January 4, 1830, the first turnpike company was incorporated to operate in Rutherford County as the Nashville and Murfreesboro Turnpike Company.¹⁴

From 1830 to the beginning of the Civil War, forty-seven turnpike companies were chartered by the General Assembly for operation in Rutherford County. All of the companies did not build roads in the county, but all of them will be examined in this thesis. Specific information on the turnpikes, such as turnpike routes and those individuals involved in the formation of the companies which might be of interest to the reader, will be provided. Comparisons of the turnpikes will be by decades rather than as one group, and they will then be tied into the turnpike movement of Tennessee as a whole. Some turnpikes such as the Nashville, Murfreesboro, and Shelbyville Turnpike; Murfreesboro, Manchester, and Winchester Turnpike; Jefferson Turnpike; and the Cumberland and Stones River Turnpike will be concentrated on because of the availability of documentary evidence in the state archives.

During the 1830s ten turnpike companies were chartered by the state for operation in Rutherford County. This county, relative to other areas of the country, was a late

¹⁴Public Acts (1829), p. 228; Folmsbee, p. 72, states that the legislature chartered a turnpike company from Nashville to Murfreesboro in 1824, but this writer could not verify this.

arrival to having internal improvements within its boundaries. In 1827 State Senator Rucker of Rutherford County stated that:

. . . he would be in favor of appropriating the whole or a part of land revenue to "the great work of internal improvement," if he believed there was "any practicable plan of laying out money to advantage and without wasting it. Nothing can be done, because everything is required to be done."¹⁵

Fortunately for the county there were "merchant capitalists"--those individuals active in banking, commerce, and local industry who were willing to take a risk in organizing and financing turnpike companies in Middle Tennessee without state financial assistance.¹⁶

On January 4, 1830, the Nashville and Murfreesboro Turnpike Company was chartered by the General Assembly. The company's initial stockholders possibly included Charles I. Love, James H. Foster, William H. McLaughlin, David Wendell, James Morton, Robert Jetton, David W. Dickinson, Zachariah Posey, William Bowman, George Thompson, John McGrigor, Martin Clark, Henry Ridley, Moses Norvell, George Shall, Robert Weakley, and Beverly Nelson. Any six of these individuals were considered by the state to be able to form the company. They were authorized to open and establish a turnpike from Nashville to Murfreesboro.¹⁷

¹⁵National Banner and Nashville Whig, 13 October 1827, cited by Folmsbee, p. 77.

¹⁶Taylor, p. 25.

¹⁷Public Acts (1829), p. 228.

In order to build the road, the Nashville and Murfreesboro Turnpike Company was allowed to take all the necessary timber, gravel, stone, and dirt from the lands of adjoining property owners. If the landowner and the company could not agree on an equitable value of resources, the property owner could petition any justice of the peace to appoint three disinterested freeholders to value the materials. The jury would assess a fair and reasonable value of the materials, and the landowner would be compensated for that amount by the turnpike company. This concept of the valuation of materials utilized by the turnpike company existed throughout the period focused on by this thesis. It was unlawful to establish any other road so close to this turnpike as to injure the financial interests of the company.¹⁸

Something happened to the Nashville and Murfreesboro Turnpike Company, because it either became insolvent or merged with the Nashville, Murfreesboro, and Shelbyville Turnpike Company. On December 17, 1831, a nine-member Board of Commissioners of Internal Improvements was constituted by the state legislature. Henry D. Jamison, Samuel Anderson, and Vernon D. Cowens were its Rutherford County members, and Davidson and Bedford counties also had representatives. It was the duty of these commissioners to open books of

¹⁸Ibid., pp. 229, 231.

subscription for stock in a turnpike that was to run from Nashville through Murfreesboro to Shelbyville. The subscribers were to constitute the Nashville, Murfreesboro, and Shelbyville Turnpike Company.¹⁹

An extensive system of state financial aid for transportation was passed by the General Assembly in 1830. Robert E. Corlew, in Tennessee: A Short History, states: "On January 2, 1830, lawmakers appropriated \$150,000; \$60,000 each was earmarked for work in East and Middle Tennessee, and the remaining \$30,000 was designated for the western district."²⁰ The Nashville, Murfreesboro, and Shelbyville Turnpike Company took advantage of this state aid. As soon as \$20,000 was subscribed by individuals, the turnpike's commissioners were allowed to subscribe the amount allotted to Davidson, Rutherford, and Bedford counties. When the governor was notified that \$50,000 had been subscribed by individuals, he was to subscribe the amount of the common school fund of the three counties. The turnpike commissioners were to pay six percent per annum to the board of commissioners for common schools. Work on the turnpike was scheduled to begin on April 1, 1832.²¹

¹⁹Ibid., (1831), pp. 69-70.

²⁰Robert E. Corlew, Tennessee: A Short History, 2nd ed. (Knoxville: University of Tennessee Press, 1981), p. 200.

²¹Public Acts (1831), pp. 69-71.

Turnpike construction in Middle Tennessee was still conducted at a slow pace. By 1834 only one turnpike had been completed. In November 1834, Washington Barrow became the editor of the Nashville Republican and State Gazette. He was a strong advocate of a system of turnpikes radiating from Nashville to combat the loss of commerce from railroads and the Tennessee River.²² More state aid was needed to stimulate turnpike construction. The General Assembly of 1835-1836 authorized state subscriptions of one-third the total stock subscribed in railroad and turnpike companies.²³ By August 1836, the Nashville, Murfreesboro, and Shelbyville Turnpike Company's president reported that he had received from Gov. Newton Cannon \$66,666 in state bonds, one-third of the company's total capital stock.²⁴

By the end of 1837, completion of the Nashville, Murfreesboro, and Shelbyville Turnpike was reported in sight by the company's president, R. C. Foster. He stated in correspondence to the state government that:

The commissioners, aware that the propriety of any system of internal improvement depends greatly on the permanency and success of the first works undertaken, devoted all the energies and means in their power to

²²Folmsbee, pp. 100-101. ²³Ibid., p. 112.

²⁴R. C. Foster, receipt to State Board of Internal Improvements, 6 August 1836, Folder 22, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

the successful accomplishment of the work under their management. . . .²⁵

He said that the company had entered into contracts on the total fifty-five-mile length of the turnpike. At the time the State became a stockholder, the company had borrowed a large sum of money and invested it in the turnpike's construction. At this time ten tollgates had been built, and toll was collected at them. The final tollgate was to be put in operation by December 1, 1837. The President hoped that toll receipts would pay six percent per annum on the two hundred thousand dollars of capital stock. The company had also purchased small tracts of land at each tollgate on which to construct the necessary buildings.²⁶ The turnpike was completed in 1842.²⁷ Even with the state's substantial financial aid, the turnpike company had difficulty in meeting its obligations in completing the turnpike. In 1850 the company was paying a 4½ percent dividend on the capital stock, which was not much of a return on investment.²⁸

The Nashville, Murfreesboro, and Shelbyville Turnpike had a problem with persons living near the road and

²⁵R. C. Foster to Luke Lea, 11 November 1837, Folder 22, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

²⁶Ibid. ²⁷Sims, p. 220.

²⁸Willis Snell to Col. W. B. A. Ramsey, 13 January 1850, Folder 22, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

using the turnpike for up to three miles without paying any toll. Beyond this impropriety, the same individuals charged an excessive amount of money for rock taken from their land. The Board of Directors hoped to get a law enacted that compelled every person who utilized the turnpike to pay in proportion to the distance used without passing a tollgate.²⁹ The company did get relief in 1858 in not having to maintain the turnpike within the city limits of Nashville, Murfreesboro, and Shelbyville.³⁰

The Hoover's Gap Turnpike Company was incorporated on January 4, 1830, the same day as the incorporation of the Nashville and Murfreesboro Turnpike Company. Individuals who were the first stockholders of the company included Christopher Shaw, Jacob Hoover, Joel Smith, Joseph Carney, Moses Hart, John Hilton, James Arnold, T. L. D. W. Shaw, and William S. Watterson. They were to open a turnpike from Murfreesboro through Hoover's Gap to Thomas Powers in Bedford County. They had the opportunity to extend the turnpike to Winchester or as far as they thought necessary. The company was required to begin construction of the turnpike by January 1831;³¹ however, the turnpike company either

²⁹Ibid.

³⁰Tennessee, Private Acts of the State of Tennessee, Passed at the Thirty-Second General Assembly of the State of Tennessee (1857-1858), p. 114. Hereafter cited as Private Acts.

³¹Public Acts (1829), pp. 231-232.

became insolvent, or it merged with the Murfreesboro, Manchester, and Winchester Turnpike Company.

The McMinnville Turnpike Company was chartered by the General Assembly on October 13, 1832. Individuals appointed by the state legislature to open books for stock subscription in the company included Charles Ready, Jr., John H. Wood, Jr., Henry Trott, Jr., Alexander Shields, George R. Smartt, William M. Robertson, Thomas S. Rucker, Isaac Hill, Henry D. McBroom, John Black, Archibald Hicks, Edmund Taylor, Leighton Terrill, Lusk Colville, Jesse Locke, James Berkley, Joseph Youree, Daniel M. Stewart, David McKnight, William M. Beard, George Brandon, Christopher Baty, Hiram Tenison, John W. Connelly, Joshua Barton, and Absolom Weatherly.³² The route of the turnpike was from "Murfreesboro to the top of the Stones River Ridge in Warren County in the direction of McMinnville, passing by Danville in Warren County."³³ The board of directors was authorized to subscribe to the Warren County common school funds by executing a bond of \$10,000 and paying six percent per annum interest to the commissioners of the common schools, but not until \$40,000 was subscribed.³⁴

In 1837 the General Assembly granted the McMinnville Turnpike Company the "authority to enter upon all lands and

³²Private Acts (1832), p. 21.

³³Ibid., p. 22. ³⁴Ibid., pp. 22, 24.

tenements through which they (president, directors, and agents) may judge it necessary to make said road." If the company and landowners could not agree on the value of the land, either party could petition the circuit court to appoint five disinterested freeholders to value the land. This jury had to take into consideration the damage that the landowners would sustain from the road relative to the benefits of the road accruing to the landowner.³⁵ The last reference that this writer could find regarding the McMinnville Turnpike Company was an amendment to its charter, passed on January 18, 1838, when the company was still constructing the road. The General Assembly required that the directors proceed in locating and marking out the road and contracting for the construction of the road.³⁶ Evidently the company was having financial problems, as no later reference was located on its progress. The company probably became insolvent, or merged with the McMinnville, Woodbury, and Murfreesboro Turnpike Company.

Stanley Folmsbee said of the 1836 legislation which permitted state subscription of one-third of the capital stock that it put into operation a system of internal improvements that far exceeded the needs of the time.³⁷ Some state officials observed that the 1836 legislation was

³⁵Public Acts (1837-1838), p. 70.

³⁶Ibid., p. 292.

³⁷Folmsbee, p. 112.

not advancing internal improvements at a level that they had intended. According to Folmsbee, there was not enough fluid capital in the state for any large-scale internal improvement companies to obtain the individual subscriptions necessary to qualify for state aid.³⁸ Middle Tennessee was the only area to benefit from the legislation. This was due to its having a larger population base, a higher level of wealth, and fewer natural obstacles than the other two areas of the state. Also, Middle Tennessee concentrated its attention on constructing turnpikes rather than pursuing the illusive railroad.³⁹ In 1838, an act was passed in the General Assembly that attempted to increase state aid for internal improvements. The governor was allowed to subscribe for stock in "sanded," "graded," and macadamized turnpikes in the amounts of \$750, \$1,000, and \$3,000 per mile, respectively.⁴⁰

The major drawback of this legislation was the opportunity of the turnpike companies to defraud the state. The law required that all individuals pay a certain portion of their subscription to the company before the state would invest in the turnpike company. The law did not specify the method in which these individual payments should be made. One of the illegal schemes perpetrated on the state was to

³⁸Ibid., p. 131. ³⁹Ibid., p. 137.

⁴⁰Ibid., pp. 167-168.

incorporate a company of about ten stockholders who borrowed the full amount to finance the road, say \$70,000. This would entitle them to receive an equal amount in state bonds. The stockholders would then get the construction contract for the whole turnpike at an estimated cost of \$140,000. They would borrow the whole fund from the board of directors and buy three hundred slaves. The slaves would build the road in one year, and once the road was completed the stockholders would sell the slaves at an increase of \$100 each. Since all the expenditures probably did not exceed \$40,000, they were able to pay back the borrowed \$70,000 and clear a profit of \$60,000.⁴¹ This writer did not discover any similar scheme in Rutherford County.

Governor Cannon attempted to stop the fraudulent activities of some of the turnpike companies by requiring specific information from the companies prior to granting any state aid. The information included the length of the road, its description, the number of miles constructed and in progress, and the nature of the contract for the turnpike's construction. There was a noticeable decrease in the speed in which state bonds were issued after the governor's circulars went into effect.⁴²

On July 4, 1836, Russell Dance, William Ledbetter, and Logan Henderson of Rutherford County were appointed by

⁴¹Ibid., p. 179.

⁴²Ibid., p. 183.

the General Assembly to open books for stock subscriptions in the Murfreesboro, Manchester, and Winchester Turnpike Company.⁴³ The first reference made about the turnpike company in the General Assembly on February 20, 1836, concerned its capital stock, so it is difficult to determine the date when it was actually chartered.⁴⁴ In January 1838, Henry Norman and David McGill replaced Ledbetter and Dance as commissioners of the turnpike.⁴⁵ The role of the commissioner in the company was to observe the company's operations in the interest of the state. William Watterson, the president of the company, had been one of the original stockholders in the Hoover's Gap Turnpike Company.⁴⁶

The Murfreesboro, Manchester, and Winchester Turnpike Company was having financial problems in 1843. The problems partially dealt with state aid. The company's board of directors made a proposition to the state in which the company would discontinue the twenty-two miles from Manchester to Winchester and concentrate on the thirty miles from Murfreesboro to Manchester. The board resolved to macadamize twenty miles and grade ten miles.⁴⁷ Further concessions

⁴³ Private Acts (1835-1836), p. 189.

⁴⁴ Ibid., p. 67. ⁴⁵ Public Acts (1837-1838), p. 291.

⁴⁶ William Watterson to Newton Cannon, 19 July 1838, Folder 35, Box 3, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

⁴⁷ A. Maxwell to F. K. Zollicoffer, 15 March 1844, Folder 30, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

to the state included that the road be contracted out in one-mile sections, that the date and place of bidding for the contracts be advertised in newspapers, and that the company guarantee the average cost of the macadamized portion not exceed \$4,000 per mile and \$2,000 for the graded portion.⁴⁸

The Murfreesboro, Manchester, and Winchester Turnpike Company's Board of Directors compromised with the Board of Internal Improvement on June 22, 1844.⁴⁹ The company's name was changed to the Murfreesboro and Manchester Turnpike Company. The company informed the Board of Internal Improvement of those who had the lowest bid for each mile from Murfreesboro to Manchester.⁵⁰ By September 1845, six miles of the road had been completed, eleven miles were halfway completed, and the remainder was graded except for five miles. The process of road construction as ascertained from the reports to the Board of Internal Improvement consisted of grubbing, or clearing of roots and stumps; grading, or leveling, the roadbed; hauling and

⁴⁸ A. Maxwell to Board of Internal Improvement, no date, Folder 30, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

⁴⁹ William Watterson to F. K. Zollicoffer, 22 June 1844, Folder 20, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

⁵⁰ William S. Watterson and P. W. Davis to Board of Internal Improvement, 9 January 1845, Folder 1, Box 6, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

breaking the rock into fine pieces; applying the first and second coats of crushed stone and gravel; and, finally, covering the road with dirt.⁵¹ The contractors were still working on completing the turnpike in 1849.⁵²

The state government brought suit against the Murfreesboro and Manchester Turnpike Company prior to 1852. The General Assembly authorized the attorney general to dismiss the suit provided the stockholders relinquish interest that they had in the company. Once relinquishment was completed, Lewis Garner, James Magill, and F. Henderson were to be constituted commissioners on the part of the state. They were to build a tollgate, hire a gate keeper, and collect toll. They were to use the money to repair additional five-mile sections of the turnpike. A suit would be brought against those who did not relinquish their stock.⁵³ The suit might have been initiated because the road was not completed and the portion that was finished had fallen into disrepair, so much that the state had to intervene to keep the road maintained. In 1858, the General

⁵¹ Murfreesboro and Manchester Turnpike Company, "Semi-annual Report," 8 September 1845, Folder 11, Box 3, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

⁵² Murfreesboro and Manchester Turnpike Company, "Semi-annual Report," 1 August 1849, Folder 11, Box 3, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

⁵³ Public Acts (1851-1852), pp. 379-380.

Assembly allowed the Murfreesboro and Manchester Turnpike Company leeway in not having to keep the road equivalent in repair to the Nashville, Murfreesboro, and Shelbyville Turnpike, but in "good traveling order."⁵⁴

The state incorporated the Fosterville Turnpike Company on December 26, 1837. William B. Morris, Alfred Nailor, and Joseph Smith were authorized to open books for raising capital stock of the company in Rutherford County. The turnpike was to run from Fosterville to Davis's Mill in Bedford County.⁵⁵ No other references were found pertaining to this company, so it is not known if the turnpike was completed.

On January 23, 1838, the General Assembly chartered the Jefferson Turnpike Company. The legislature appointed the following commissioners to open books for subscriptions to capital stock of the company: Jacob D. Donelson, John C. Gooch, Ransford McGregor at Jefferson; James Bevins, Joseph B. Johns, Andrew M. McRee at Lascassas; John Moore, Benjamin Gooch, and Allen T. Gooch at Milton. The route of the Jefferson Turnpike was from the Nashville, Murfreesboro, and Shelbyville Turnpike in the vicinity of Hart's Spring to Jefferson. The commissioners had the authority to

⁵⁴Private Acts (1857-1858), p. 203.

⁵⁵Public Acts (1837-1838), p. 81.

continue the turnpike to Milton or to a point between the towns according to the amount of stock subscribed.⁵⁶

By July 1840, the company had constructed fifteen miles of road. The capital stock of the company was \$90,000, of which individuals and the state each contributed half.⁵⁷ The state brought suit against the Jefferson Turnpike Company, and the case was adjudicated in Tennessee's Supreme Court in 1843. The private stockholders were charged with fraudulently obtaining the state's subscription for one-half of the stock in the turnpike. The company was also charged with making a fraudulent representation and obtaining \$9,000 in state bonds. The state said members of the company obtained contracts for building the entire turnpike at prices greatly above the real value of the construction work. The state wanted the connection between it and the company dissolved and the value of the state bonds refunded or wanted an audit to occur and deductions to be made to bring the construction costs in line with the real value of the labor expended.⁵⁸

⁵⁶ Public Acts (1837-1838), p. 438.

⁵⁷ "Financial Statements of the Jefferson Turnpike Company," 25 July 1840, Folder 8, Box 2, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

⁵⁸ State of Tennessee v. Jefferson Turnpike Company, no date, Folder 30, Box 6, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

The stockholders denied the fraud charges leveled at them by the state. They replied to the charges by utilizing journals, receipts, and bonds as evidence. According to the stockholders, the commissioners opened books for subscription of stock in Jefferson on March 24, 1838. Eight individuals subscribed to stock valued at \$42,000. The stockholders appointed a committee to locate and lay off the turnpike. The stockholders elected a president and secretary on March 29, 1838. The commissioners stated that the capital stock should equal six thousand dollars per mile. On April 14, 1838, the turnpike was publicly let out to the lowest bidder, with a condition that the successful bidder was to be paid for one-half the work in state bonds and for the remainder he was to take stock in the turnpike. Those who had subscribed to the stock became the contractors at an average cost of six thousand dollars per mile. The stockholders stated that bids would be received for another ten days from anyone willing to receive stock for half the cost of construction. There were no individuals desiring to bid for the contract with that stipulation.⁵⁹

On May 5, 1838, the stockholders elected directors for the company, and on June 26, 1838, the governor appointed directors on the part of the state. The board of

⁵⁹ Ibid.

directors met on July 21, 1838, and unanimously resolved that the laying off of the road and contracting for road construction be ratified. On July 28, 1838, the stockholders paid ten percent of the total subscribed amount. Each of the stockholders, having contracted to construct portions of the road, tendered a receipt to the company for the amount of money that he would work out on the turnpike. The company's directors then sent a certificate to the governor verifying that the individual stockholder's stock was well secured and ten percent had been paid. The governor, as a result of the internal improvement act passed in 1838, subscribed for one-half the turnpike company's stock. By November 1838, the state had invested nine thousand dollars in the company.⁶⁰

The stockholders believed that, from all the existing evidence, the construction of the turnpike would have cost four thousand dollars per mile if financed in prompt payments. If contractors were paid one-half in state bonds and the other half in money, it would cost about five thousand dollars per mile. If the payment were one-half in state bonds and one-half in company stock, the work could not have been done for less than six thousand dollars per mile. The contractors had an agreement among themselves that they were to be paid in proportion to the amount of

⁶⁰Ibid.

labor and construction expense. The price was to be fixed at six thousand dollars per mile for all the contractors, with the actual price ranging from \$4,618 to \$7,350 per mile.⁶¹

The state's position raised the question of whether the subscription for stock on the state's part and the issuance of bonds were obtained by misrepresentation on the part of the private stockholders. The state said that, in order for the governor to make the proper decision as to granting aid to the turnpike company, he must see private individuals investing capital in it. The deposit of ten percent of the total amount of subscribed stock was perceived to be of sufficient evidence of the stockholders' confidence in the company. According to the state, this procedure was not followed in the case of the Jefferson Turnpike Company. In the view of the state, "the payment was the same as though there had been no payment at all." No obligation on the part of the stockholders was created. There was no bona fide payment of money as contemplated by the legislature when it enacted the internal improvement legislation. The governor was not apprised of the actual situation. He was under the impression that the company treasury had four thousand dollars in it when "in fact there was not one cent."⁶²

⁶¹Ibid.

⁶²Ibid.

The stockholders insisted that, in accordance with the company's charter, they had the right to pay for their stock in work upon the turnpike. As a result of this right, they believed that the time to be worked out on the road was equivalent to the transfer of money. The state retorted that the stockholders might pay for their stock in work after the company was organized and the state's subscription had been obtained. The stockholder, who was also a contractor, might then work off the cost of the stock and obtain a receipt as the work progressed to completion.⁶³ The result of the case was that the approval of the

. . . state directors to any act within the sphere of their delegated powers was binding upon the state, since the nature of the alleged fraud charged was in the manner of letting contracts, which the court declared was entirely within the jurisdiction of the directors, the state had absolutely no recourse unless actual collusion could be proved, which was manifestly impossible.⁶⁴

In January 1844, the General Assembly authorized the stockholders of the Jefferson Turnpike Company to open and construct a road from where the turnpike terminated to intersect the Lebanon and Sparta Road or the stage road leading from Murfreesboro to Woodbury or both roads.⁶⁵ By 1849, the Jefferson Turnpike had been completed, and the company would have distributed around five hundred dollars

⁶³Ibid.

⁶⁴Folmsbee, p. 243.

⁶⁵Public Acts (1843-1844), p. 86.

had four bridges not been washed away by some "unprecedented freshets in the winter of 1847 and spring of 1848."⁶⁶

In March 1860, the charter of the Jefferson Turnpike Company was amended to authorize the company to extend the turnpike to Lascassas to intersect the Murfreesboro, Lascassas, Milton, and Liberty Turnpike. The company could increase its capital stock to aid in the extension of the turnpike.⁶⁷ Due to the Civil War and its impact on the county, the extension of this turnpike was probably delayed.

The Cumberland and Stones River Turnpike Company was incorporated by the General Assembly on January 25, 1838. Rutherford County residents Frank N. W. Burton, John Hoover, Joseph B. Johns, James Holmes, and James Wade were appointed by the legislature to open books for stock subscription in the turnpike company. The turnpike was to begin at Murfreesboro and run to Lebanon in Wilson County. At the discretion of the company's directors, the turnpike could continue to a point on the Cumberland River.⁶⁸

In January 1840, the General Assembly gave the president and directors permission to surrender the company's charter for the whole turnpike, except the portion between Lebanon and Hunter's warehouse on the Cumberland River.

⁶⁶J. C. Gooch to W. B. A. Ramsey, 1 October 1849, Folder 12, Box 8, Record Group 30, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

⁶⁷Private Acts (1859-1860), p. 423.

⁶⁸Public Acts (1837-1838), p. 286.

After this relinquishment occurred, four of the directors on the part of the company and four on the part of the state would be permitted to resign. The remaining directors, three each in the interest of the company and the state, would be constituted the Lebanon and Cumberland Turnpike Company.⁶⁹ The Cumberland and Stones River Turnpike Company was still a legal entity, so the action must have been a separation into two companies. In 1842, Thomas Rucker, Jr., the president of the Cumberland and Stones River Turnpike Company, tried to get state bonds for the turnpike's construction.⁷⁰

The Cumberland and Stones River Turnpike Company, like the Jefferson Turnpike Company, got in trouble with the state over the state's bonds. The turnpike company failed to respond to interrogatories submitted to it by a joint select committee appointed to investigate the internal improvement companies of Middle Tennessee.⁷¹ The committee's three members investigated the physical and economic condition of all the internal improvement companies that the state had invested in stock.⁷² It was later disclosed in an

⁶⁹ *Ibid.*, (1839-1840), pp. 187-188.

⁷⁰ Thomas Rucker, Jr., to Gov. James J. Jones, 10 September 1842, Folder 26, Box 3, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

⁷¹ Folmsbee, p. 247.

⁷² *Ibid.*, p. 246.

examination by John W. Burton that the major portion of \$107,000 in state bonds which the Cumberland and Stones River Turnpike Company had obtained had been embezzled by its managers.⁷³

The state brought suit against the company in an attempt to recover the embezzled funds. In an act passed on February 24, 1852, the state took over the management of the Cumberland and Stones River Turnpike Company. "All rights, powers, franchises, and privileges originally vested in said company" were revived and vested in the state. The General Assembly appropriated twelve thousand dollars to complete the road. Wilson L. Watkins of Rutherford County was one of the three commissioners who were appointed to manage the turnpike company. They were required to work within the guidelines of the original charter to contract for the turnpike's construction.⁷⁴

In 1854, the state required the commissioners to make payment to the state of all collected tolls until the twelve thousand dollars plus interest were returned to the state. Once the money was returned, the stockholders could elect directors who, with directors appointed by the governor, would manage the company.⁷⁵ As of February 1856,

⁷³ Ibid., p. 247; Public Acts (1849-1850), p. 592.

⁷⁴ Public Acts (1851-1852), p. 635.

⁷⁵ Ibid., (1853-1854), p. 397.

the state was still not reimbursed, but the private stockholders were allowed to elect three of seven directors of the company.⁷⁶ The turnpike was still not completed at the outbreak of the Civil War, as in 1867 the General Assembly was still investigating the reasons why the twelve thousand dollars had not been returned as well as the condition of the turnpike company.⁷⁷

At some point during the antebellum period, the Cumberland and Stones River Turnpike Company published, in the form of a placard, the toll rates, rules, and regulations of the turnpike. The placards were posted at the turnpike's tollgates. The officers of the company included Col. W. S. Huggins, President; Dr. G. S. Pierce, Vice President; W. D. Hancock, Secretary; and B. T. Wade, Treasurer. Simpson Harris was the Superintendent. The Board of Directors included J. B. McHenry, Dr. J. B. Richmond, L. P. Black, Jesse Collier, Maj. Samuel Carter, T. C. Black, and M. T. Bennett.⁷⁸

The rules and regulations of the Cumberland and Stones River Turnpike Company are interesting and give the reader some insight into the actual operation of the

⁷⁶Ibid., (1855-1856), p. 374.

⁷⁷Private Acts (1866-1867), p. 288.

⁷⁸Cumberland and Stones River Turnpike Company, "Toll Rates," no date, Folder 38, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

turnpike. Family travel rates were not required by law but were granted at the option of the turnpike company. The superintendent could withhold the lower rates from anyone who was "unfriendly to the efforts to restore the road." Every gatekeeper was required to remain at his gate at all times. Every gate was to be kept closed and locked from sunset to sunrise. This practice occurred during the daylight hours when the gatekeeper thought it best for the collection of tolls. The exact amount for each day's toll receipts was to be entered in the toll book without delay. The gatekeepers were required to refuse mutilated or frayed currency. The traveler was required to make change. No gatekeeper was to think himself or herself "too good to step out in the rain, moonshine or darkness to get the toll." If a gatekeeper failed to follow the regulations, he faced immediate dismissal by the superintendent. The board of directors hoped that "no reasonable gentleman or lady will take any offense at the strict rules of this road, for they are not intended for anyone who are sic willing to pay the legal toll."⁷⁹

The Franklin and Murfreesboro Turnpike Company was incorporated on January 27, 1838. The turnpike was to run from Franklin in Williamson County to Murfreesboro. A stockholders' meeting was to take place at Perkins

⁷⁹Ibid.

Crossroads for electing commissioners to manage the company.⁸⁰ This turnpike company might have had a false start, or it never materialized, as another Franklin and Murfreesboro Turnpike Company was chartered on January 24, 1850.⁸¹

The Salem Turnpike Company was also chartered on January 27, 1838. The General Assembly appointed John S. Russwurm, James M. King, William F. Lytle, Benjamin Johnson, and Lewis Garner as commissioners to receive subscriptions for company stock. The turnpike was to begin at or near Murfreesboro and run to Salem Crossroads. The stockholders had the opportunity to extend the road to Versailles, at that time in Williamson County, or to any point in the direction of Columbia, depending on the level of subscriptions.⁸²

There are several categories of information that will be compared in analyzing the Rutherford County turnpikes of the 1830s: roadbed, capital stock, leadership, tollgates, toll rates, penalty for refusing to pay toll, rate of completion, and maintenance of the road. For some of these items no information was obtained on particular turnpikes.

There were several types of roadbeds utilized for the turnpikes in the 1830s. The most frequently used one

⁸⁰ Public Acts (1837-1838), pp. 283-284.

⁸¹ Ibid., (1849-1850), p. 456.

⁸² Ibid., (1837-1838), pp. 284-285.

in Rutherford County was a roadbed graded at least thirty feet wide with sufficient ditches on each side to drain off water. It would gradually descend from the middle of the road to the ditches. It was substantially paved or graveled and had bridges where necessary. The graveled portion was twenty feet wide and six inches thick.⁸³ The Nashville and Murfreesboro Turnpike, the Nashville, Murfreesboro, and Shelbyville Turnpike, and the McMinnville Turnpike were patterned after this type of roadbed. Another type of roadbed was only twenty feet wide and paved; this was utilized by the Hoover's Gap Turnpike.⁸⁴ The Murfreesboro, Manchester, and Winchester Turnpike was required to be eighteen feet wide and either graveled or macadamized.⁸⁵ The first twenty-mile portion of the road from Murfreesboro towards Manchester was macadamized, and the remainder of the road was graveled.⁸⁶ The Franklin and Murfreesboro Turnpike initially was to be paved or macadamized at least fifteen feet wide. The turnpike that superseded it had a different

⁸³Ibid., (1829), p. 229, and (1832), p. 27; Private Acts (1832), p. 22.

⁸⁴Public Acts (1829), p. 232.

⁸⁵Ibid., (1837-1838), p. 291.

⁸⁶William S. Watterson and P. W. Davis to Board of Internal Improvement, 28 January 1845, Folder 22, Box 6, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

roadbed and will be identified later.⁸⁷ The roadbed of the Fosterville Turnpike was described as macadamized.⁸⁸

The turnpike companies during the 1830s were required not to exceed a certain amount of capital stock. The Nashville, Murfreesboro, and Shelbyville Turnpike Company was limited to \$200,000.⁸⁹ The Murfreesboro, Manchester, and Winchester Turnpike Company was limited to \$100,000 of capital stock after being decreased from \$200,000.⁹⁰ The McMinnville Turnpike Company's capital stock was limited to \$80,000.⁹¹ The Fosterville Turnpike Company's stock was confined to \$40,000.⁹² Several turnpike companies were limited to \$6,000 per mile for constructing the roads: the Murfreesboro, Manchester, and Winchester Turnpike; Jefferson Turnpike; Cumberland and Stones River Turnpike; and the Franklin and Murfreesboro Turnpike.⁹³ The dollar value of the stock shares was one hundred dollars per share for the Nashville, Murfreesboro, and Shelbyville Turnpike, the McMinnville Turnpike, and the Fosterville Turnpike.⁹⁴ Stock

⁸⁷ Public Acts (1837-1838), p. 284.

⁸⁸ Ibid., p. 81. ⁸⁹ Ibid., (1832), p. 72.

⁹⁰ Private Acts (1835-1836), pp. 67, 189.

⁹¹ Ibid., (1832), p. 24.

⁹² Public Acts (1837-1838), p. 81.

⁹³ Ibid., pp. 284, 285, 291, 438.

⁹⁴ Ibid., (1831), p. 72, and (1837-1838), p. 81; Private Acts (1832), p. 24.

of the Murfreesboro, Manchester, and Winchester Turnpike Company sold for fifty dollars a share.⁹⁵ Several turnpike companies gave their stockholders the option of paying for the stock in money or labor. The turnpike companies with this option included: the Murfreesboro, Manchester, and Winchester Turnpike; Jefferson Turnpike; Cumberland and Stones River Turnpike; and the Franklin and Murfreesboro Turnpike.⁹⁶

The leadership of the turnpike companies ranged from nine commissioners in the Nashville, Murfreesboro, and Shelbyville Turnpike Company to three commissioners in the Fosterville Turnpike Company and the Salem Turnpike Company.⁹⁷ Those in control of the companies in the early period were called commissioners and later, directors.⁹⁸ The individual stockholders upon the subscription of a certain monetary level of stock would hold an election. The date and place of the election was required to be advertised in a local newspaper at least three weeks in advance.⁹⁹ The board of directors elected a president and other officers from among the board. If the state had subscribed to any

⁹⁵ Private Acts (1835-1836), p. 189.

⁹⁶ Public Acts (1837-1838), pp. 284, 286, 291, 438.

⁹⁷ Ibid., (1832), p. 69, and (1837-1838), pp. 81, 284.

⁹⁸ Ibid., (1832), p. 27, and (1839-1840), p. 187.

⁹⁹ Private Acts (1835-1836), p. 189.

stock or issued any bonds, the governor had the right to appoint from one-third to one-half the board, depending on the level of assistance. The board of directors and company officers usually served from one- to two-year terms.¹⁰⁰ Many of those individuals who were appointed by the General Assembly to open books for subscription to capital stock were later elected to the board of directors.

Tollgates were permitted to be built and gatekeepers were allowed to collect tolls after five miles of the turnpike had been completed. For every additional five miles of turnpike completed, the turnpike companies were allowed to erect another tollgate. Usually, tollgates were not permitted to be built closer than one mile from the city or town limits.¹⁰¹ All of the turnpikes that had toll rates mentioned in their charter followed the Nashville and Murfreesboro Turnpike Company's rates. The rates for this turnpike included: for twenty head of hogs or sheep, 20 cents; twenty horned or neat cattle, 50 cents; every horse or mule not in a drove, 6-1/4 cents; every horse or mule in a drove, 2 cents; four-wheeled pleasure carriage, 25 cents; two-wheeled riding carriage, 25 cents; loaded wagon, 25

¹⁰⁰ Public Acts (1837-1838), p. 81, and (1855-1856), p. 374.

¹⁰¹ Ibid., (1829), pp. 229, 232, and (1837-1838), pp. 284-286; Private Acts (1832), p. 23, and (1835-1836), p. 190.

cents; empty wagon, 12-1/2 cents; man and a horse, 6-1/4 cents; cart, 12-1/2 cents; and a hogshead of tobacco, 12-1/2 cents.¹⁰² The Cumberland and Stones River Turnpike rates are interesting in that mill wagons paid the full toll one way, and the return trip was free. All milling transported on horseback went free. Funeral processions traveled free on the turnpike.¹⁰³

Some of the individuals who traveled on the turnpikes in Rutherford County were not always honest. Various travelers refused to pay the toll; others attempted to run the tollgates. There were individuals who took advantage of crude roads or trails around the tollgates; these roads were called "shunpikes."¹⁰⁴ For those individuals caught avoiding the toll, the turnpike company could obtain a warrant from any justice of the peace in the county and recover five dollars for every offense.¹⁰⁵

Usually, when the turnpike companies were chartered, they were given a specific deadline to complete the road or forfeit the charter. Initially, the Nashville and

¹⁰²Public Acts (1829), pp. 229-230, 232; Private Acts (1832), p. 23.

¹⁰³Nashville and Murfreesboro Turnpike Company, "Toll Rates," no date, Folder 38, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

¹⁰⁴Taylor, p. 28.

¹⁰⁵Public Acts (1829), p. 230; (1832), p. 29; and (1851-1852), p. 636.

Murfreesboro Turnpike was given five years to complete the turnpike.¹⁰⁶ The Hoover's Gap Turnpike Company was required to complete five miles of turnpike every two years.¹⁰⁷ The McMinnville Turnpike Company initially had that same requirement for the first five miles, but once that was completed, the company had to complete five miles a year.¹⁰⁸

The General Assembly was concerned that the turnpikes should be maintained and not fall into disrepair. If a company failed to maintain a portion of the turnpike for ten days and an individual complained to a justice of the peace of the poor condition, the justice of the peace was required to send three freeholders to examine the turnpike. If the jury found the turnpike in poor condition, then the nearest tollgate would be opened, and the travelers would be allowed free access until the road was repaired.¹⁰⁹ In 1836, the General Assembly enacted legislation requiring the county quarterly court appoint three commissioners or superintendents to observe the turnpikes and to insure that they were kept in repair as required by law. Whenever a majority of the superintendents were of the opinion that a turnpike was in bad condition, they had the authority to open the gates until the road was repaired.¹¹⁰

¹⁰⁶Ibid., (1829), p. 230. ¹⁰⁷Ibid., p. 232.

¹⁰⁸Private Acts (1835-1836), p. 360.

¹⁰⁹Ibid., 1832), p. 24; Public Acts (1829), p. 230.

¹¹⁰Public Acts (1835-1836), p. 163.

Traffic safety was also a concern of the General Assembly. In 1838, the state legislature passed some traffic rules for turnpikes and macadamized roads. It was the duty of all drivers to give one-half the road to an approaching wagon by turning to the right. This turning to the right by the wagon driver was also required when another wagon or vehicle was about to pass. The overtaking wagon or other vehicle was to turn to the left and pass in a "quiet, orderly and peaceable manner." Cracking the whip or other loud noises were prohibited. No driver was to stop his vehicle without turning to the right and leaving at least half the road unobstructed. It was unlawful for anyone to premeditate the disturbance of animals on the road. For any free persons, the violation of any of these traffic regulations resulted in a fine of not less than ten dollars nor more than three months in confinement. Offenders were also liable for damages. Any slaves guilty of the misdemeanor would receive from ten to thirty-nine lashes, and their owners were liable for damages. Any vehicular homicide resulted in confinement for the offender of from three to ten years. In order for the travelers to be aware of the rules of the road, the turnpike's directors or superintendent had to place the traffic laws in a conspicuous place at all tollgates.¹¹¹

¹¹¹Ibid., (1837-1838), pp. 178-180.

The decade of the 1840s had few turnpike companies being chartered for operation in Rutherford County. Only two turnpike companies--the McMinnville, Woodbury, and Murfreesboro Turnpike Company and the Mill Creek Valley Turnpike Company--were incorporated. The major factor for the decline in incorporations was the state's tighter control on its aid for internal improvement companies. The legislation enacted in 1840 "attempted to surround the operation of the state stock system with additional safeguards, in the hope that the interest of the state might be more carefully protected."¹¹² The act also approved the state Attorney General's filing suits against companies that might have fraudulently obtained state subscriptions and bonds.¹¹³ The case against turnpike companies in Rutherford County have already been mentioned. An act passed in 1844, authorizing an investigative committee to examine the internal improvement companies in which the state had stock, added to the climate of uncertainty.¹¹⁴ This uncertainty probably affected those individuals in Rutherford County who could invest money in internal improvements. They saw that many of the turnpike companies chartered in the 1830s were having a difficult time in completing the turnpikes and remaining solvent.

¹¹²Folmsbee, p. 242.

¹¹³Ibid., p. 243.

¹¹⁴Ibid., p. 246.

The incorporation of the McMinnville, Woodbury, and Murfreesboro Turnpike Company on January 30, 1844, was an attempt to revive the McMinnville Turnpike Company. The new company was to commence construction at Murfreesboro and run the turnpike through Youree's Gap. From that location, the turnpike was to continue two miles beyond the corporate limits of Woodbury or any location closer to McMinnville. The company had ten years in which to complete the turnpike. The stockholders were to elect five directors from their number to manage the company. The state legislature stated in the charter that the state had no obligation to subscribe to stock in the company.¹¹⁵

The Mill Creek Valley Turnpike Company was chartered by the General Assembly on January 21, 1846. The legislature authorized Joseph Kimbro, William G. Roulhac, John Shacklett, John C. Gooch, and Charles H. Walden of Rutherford County and fifteen other individuals from Davidson County to open books for the subscription of stock in the turnpike company. The macadamized turnpike was to begin at the four-mile mark on the Nolensville Turnpike and proceed to Thompson's Mill; then it was to run up the Mill Creek Valley and cross the creek near Rains's Mill. From the mill it was to continue up the valley past Antioch Meeting House

¹¹⁵Public Acts (1843-1844), p. 245, and (1845-1846), p. 177.

and cross Collier's Creek. Its terminus was Bowling Green in Rutherford County.¹¹⁶

The capital stock of the company was limited to thirty thousand dollars. The price per share was twenty-five dollars, far below the price per share of the earlier turnpikes.¹¹⁷ This lower price might have indicated that the supporters of the turnpike hoped for more involvement by those farmers or other investors who had been priced out of the earlier turnpikes. A corporate organizational meeting was to be held at the Antioch Meeting House when five thousand dollars had been raised. The stockholders were to elect seven directors, one of whom would be president of the company for a two-year term.¹¹⁸

The macadamized turnpike was required, in the charter of the Mill Creek Valley Turnpike, to be twenty-five feet wide and within five degrees of being level. Sixteen feet of its width were to be covered with fine beaten stone or gravel and to be nine inches in depth.¹¹⁹ Utilizing the description of a macadamized road presented earlier in the chapter, the Mill Creek Valley Turnpike did not fit the English specifications. This turnpike was probably an adaptation of the macadamization process to the conditions

¹¹⁶Ibid., (1845-1846), pp. 160-161.

¹¹⁷Ibid., p. 160. ¹¹⁸Ibid.

¹¹⁹Ibid., p. 161.

of the area. Like the earlier turnpikes, the company was required to build five miles of road before it could build its first tollgate. Additional tollgates could be built at five-mile intervals. The company had five years in which to complete the turnpike.¹²⁰ This time limit was extended another five years in 1848.¹²¹ In 1852, the company was granted another five-year extension, and the route to be completed was from Antioch in Davidson County through Mechanicsville to the head of Stewarts Creek in Rutherford County.¹²² The Mill Creek Valley Turnpike Company was still constructing the road in 1858, as it was given three additional years to complete the turnpike.¹²³

This writer, in attempting to locate the early public roads in Rutherford County, has noticed that many turnpikes in the county follow the route of these roads. This would be economical in the sense that the company would not have to pay for land for rights of way and would not have to enter legal battles over proposed routes. The companies probably did a large amount of straightening out of the old public roads' meandering routes. The General

¹²⁰Ibid. ¹²¹Ibid., (1847-1848), p. 86.

¹²²Ibid., (1851-1852), p. 333.

¹²³Private Acts (1857-1858), p. 153.

Assembly passed an act in 1840 prohibiting the turnpike companies from building a turnpike and placing tollgates on it

... whether the building of the road has been commenced or not, upon part of any of the public county roads in this state whereby any person(s) or property shall be prevented from . . . using the road.¹²⁴

The turnpike company therefore had to get a majority vote of the county court to obtain permission to use the public road as a roadbed for its turnpike. Documenting this observation for Rutherford County is difficult as the road books were not located by this writer.

During the 1850s, twenty-two turnpike companies were chartered by the state for operation in Rutherford County. Why was there increased interest in turnpikes, especially after the last decade? There were two major legislative acts passed in the 1850s that possibly could have influenced investors in Rutherford County to construct more turnpikes.

On February 7, 1850, the General Assembly passed an "act to authorize the formation of turnpike companies." It was a very detailed piece of legislation and deserves some consideration in evaluating turnpikes in Rutherford County. Any number of individuals not fewer than five could, as a result of this legislation, constitute themselves as either a macadamized or planked turnpike company. Before they could conduct business, however, those individuals interested

¹²⁴Public Acts (1839-1840), pp. 189-190.

in forming a turnpike company had to register a written memorandum in the County Register's office. This memorandum was to state the names of members of the company and their place of residence; the company's name; the road description which included the width of the roadbed, material, and grade of the road; termini and projected route of the road; amount of capital stock; and the value of the shares. A copy of this memorandum was to be filed with the Secretary of State's office.¹²⁵ This portion of the act was apparently ignored both in Rutherford County and on the state level. Only one semblance of a memorandum was found in the Rutherford County deed books, and that was regarding the Murfreesboro and Liberty Turnpike.¹²⁶ An extensive examination of the Tennessee State Library and Archives produced documentation on only one turnpike company in Rutherford County chartered after 1839. There is the possibility that later turnpike documentation was lost or destroyed. Why would documents concerning the turnpikes of the 1830s dated after 1850 still be in existence?

The turnpike company had to conduct a survey to locate the turnpike route and begin construction within one year of filing the memorandum with the county register. It

¹²⁵Ibid., (1849-1850), pp. 229-230.

¹²⁶Rutherford County, Tennessee, County Register's Office, Deed Book 5, pp. 165-167.

had to complete the road within five years, although the governor could grant up to ten years for completion providing progress had been made. The company had to file with the county register a copy of the route survey and map or plat of the location of the road. No alteration of the termini or route exceeding two hundred yards from the original location was permitted unless the county court approved it.¹²⁷

When the turnpike's proposed route ran through the lands of an individual who was unwilling or incapable of agreeing on a price for the land, a jury of five disinterested freeholders assessed the damages of the road. The jury returned the verdict to the circuit court, and it was implemented. The company could take possession of a corridor fifty feet wide through the land provided that it paid the sum assessed by the jury. The turnpike could pass through state-owned land and freely utilize the timber, stone, gravel, and earth.¹²⁸

Macadamized turnpikes had to have a roadbed at least twenty-four feet wide. The first coat of stone was to be sixteen feet wide and six inches thick. The second coat of stone or gravel had to be at least eight feet wide and six inches thick. The final coat of stone had to be beaten to

¹²⁷ Public Acts (1849-1850), p. 230.

¹²⁸ *Ibid.*, p. 231.

the size of one-half pound in weight.¹²⁹ This specification for the turnpikes was similar to John McAdam's process in that there were layers of stone, and an attempt was made to keep the stones of the top layer of uniform size. The difference was in the number of layers and the size of the stone. The turnpike companies continued to have the right to take any timber, stone, gravel, or dirt needed to construct the road provided they paid a reasonable amount for it.¹³⁰

The practice of building a tollgate after completing five miles of turnpike was continued. The company could position them as best suited it, although the gates could not be placed closer than four miles apart and 1-1/2 miles from an incorporated town or village. The turnpike company could purchase ten acres of land adjacent to each tollgate. The authorized toll rates were: each hog or sheep, 1 cent; each cow or horse in a drove, 2 cents; each horse or mule not in a drove nor employed in drawing, 5 cents; loaded wagon, 25 cents; each buggy, baroche, and similar two-horse carriage, 15 cents; two-horse pleasure carriage, 25 cents; and other vehicles used for transporting goods or produce, 10 cents. Anyone who forcibly or secretly passed the toll-gates without paying the toll was liable for a five-dollar fine.¹³¹

¹²⁹Ibid. ¹³⁰Ibid.; and (1853-1854), p. 165.

¹³¹Ibid., (1849-1850), p. 234.

If a turnpike or a portion of it developed bad road conditions and was out of repair for twenty days, then any person could complain to a justice of the peace, and he would send a jury of freeholders to examine the road. If it was found to be in a poor state of repair, the nearest gate or gates were opened to free traffic. When the road was repaired, the company could appeal to the circuit court to have the gates closed for collecting tolls.¹³²

In January 1854, the General Assembly passed some amendments to the act, passed in 1850, authorizing the formation of turnpike companies. The initial election of the board of directors was to occur when ten percent of the capital stock had been subscribed.¹³³ The turnpike company could collect one-half of the toll authorized after it constructed 2-1/2 miles of road.¹³⁴ This was probably an attempt to raise money quickly to finance the construction of the turnpike. The gatekeeper could be fined up to fifty dollars for unnecessarily detaining travelers or demanding a larger toll than authorized.¹³⁵ The turnpike company had to reinvest all the toll receipts into the construction of the road until it was completed. The company could issue construction bonds up to an amount not to exceed double the

¹³²Ibid., p. 235.

¹³³Ibid., (1853-1854), p. 164.

¹³⁴Ibid. ¹³⁵Ibid., p. 165.

amount of the cost of the completed portion of the turnpike which had tollgates. The interest rate payable was not to exceed eight percent per annum. The issuance of bonds might have been a reason for the increased incorporation of turnpike companies in Rutherford County.¹³⁶

Turnpike companies could construct branch lines to their main route, extend their main road, or change their route. The turnpike companies were required to erect mile posts with the number of miles from a noted point or place. The toll rates had to be painted on a board and placed in a conspicuous place near each tollgate. The company could not collect tolls unless these signs were in place.¹³⁷

The turnpike companies could, for the purposes of constructing the turnpikes, own slaves, land, and sawmills. The slaves were not to be employed at any duties other than constructing the turnpikes. The land was used for procuring resources such as rock and gravel for constructing the turnpikes. The sawmills were to be used only for sawing lumber for the turnpikes. The companies were required to locate their roads on the shortest and most direct route available.¹³⁸

On January 24, 1850, the Franklin and Murfreesboro Turnpike Company was incorporated. This was the second time

¹³⁶Ibid. ¹³⁷Ibid., p. 166.

¹³⁸Ibid., p. 167.

that a turnpike from Franklin to Murfreesboro was chartered. The General Assembly appointed John Lytle, James M. King, B. W. McCulloch, Lewis M. Maney, William Spence, J. C. Moore, J. Leiper, B. F. Pucket, E. A. Ruble, and T. H. Crichlow of Rutherford County, commissioners to open books for receiving stock subscriptions. The route of the macadamized turnpike was from Franklin, passing upon the roadbed of the county road by McConico's Meeting House to intersect the Harpeth Turnpike near Archibald Lytle's. From Lytle's the turnpike was to run to Petersburg to intersect the Nolensville Turnpike at a lane south of Jonathan Bostick's. The company was to utilize the lane as a roadbed to the Rutherford County line. The turnpike was to proceed to Murfreesboro on a route approved by the directors or commissioners, appointed by them to mark out the road. The commissioners, who marked out the road, received two dollars a day for compensation.¹³⁹ The portion of the turnpike from Franklin to the Harpeth Turnpike was transferred to the Lynn Cottage Turnpike Company in 1854.¹⁴⁰

The Murfreesboro and Woodbury Turnpike Company was incorporated by the state legislature on February 2, 1850. The General Assembly authorized Charles Ready, William Spence, John McKnight, and William A. Read to open books in

¹³⁹ Ibid., (1849-1850), p. 456.

¹⁴⁰ Ibid., (1853-1854), p. 481.

Murfreesboro for stock subscription. John W. Hall, Enoch H. Jones, John D. Weatherford, William H. Gowan, and Benjamin Fugath were authorized to open books for stock subscription at Hall's Store. In Readyville, John W. Armstrong, Thomas J. Peay, John H. Wood, and Lewis Jetton were authorized to open stock subscription books for the company. The turnpike was to run from Murfreesboro to the top of the ridge beyond Woodbury in the direction of McMinnville.¹⁴¹ This was the third attempt at constructing a turnpike from Murfreesboro to Woodbury, as the state legislature had chartered two companies previously to complete the turnpike. Portions of the road had been completed prior to the chartering of the turnpike company in 1850.

A turnpike company that would not operate within the limits of Rutherford County at the time of its incorporation was the Eagleville, Unionville, and Shelbyville Turnpike Company. With the change of Rutherford County's boundary lines over the years, part of the turnpike would later lie within the county's boundary. The turnpike company was incorporated on February 7, 1850, and there were no Rutherford County residents authorized as commissioners to open subscription books. The proposed route of the turnpike was to begin on the Farmington and Fayetteville Turnpike between Dr. William S. Webb's land and the Big Harpeth River. From

¹⁴¹Ibid., (1849-1850), pp. 424, 426.

there it was to run through Eagleville and Unionville to Shelbyville.¹⁴² The company was given permission in 1852 to apply the stock that had been subscribed towards completing the road between Unionville and Shelbyville.¹⁴³ In 1854, the state granted authorization to the stockholders to vote on dividing the turnpike at Unionville into two corporate entities.¹⁴⁴ The change in the original charter required a unanimous vote, which was highly unlikely. The directors of the company informed Gov. Andrew Johnson in 1855 that the company had completed fourteen miles of road, beginning at the Fayetteville and Farmington Turnpike.¹⁴⁵

The LaVergne and Stones River Turnpike Company was incorporated by the General Assembly on February 10, 1852. The state legislature appointed Beverly Nelson, William Mason, Levi White, Moses Buchanan, and Thomas Mabry commissioners to raise capital stock for the company. The macadamized turnpike was to begin at a point on the Nashville, Murfreesboro, and Shelbyville Turnpike at or near where the Nashville and Chattanooga Railroad crossed it,

¹⁴²Ibid., p. 453.

¹⁴³Ibid., (1851-1852), p. 319.

¹⁴⁴Ibid., (1853-1854), p. 396.

¹⁴⁵Chisley Williams to Gov. Andrew Johnson, 3 August 1855, Folder 19, Box 1, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

about fifteen miles from Nashville. From that location, the turnpike was to proceed to the Stones River at or near Buchanan's Mill.¹⁴⁶

The General Assembly incorporated the LaVergne and Rock Spring Turnpike Company on the same day as the LaVergne and Stones River Turnpike Company. The legislature appointed George Betty, John Britton, A. Rushing, John Hill, and H. Walden commissioners to sell the stock of the LaVergne and Rock Spring Turnpike Company. The macadamized turnpike was to run from the southern terminus of the LaVergne and Stones River Turnpike to Rock Spring.¹⁴⁷

The Murfreesboro and Liberty Turnpike Company, the only company on which a memorandum in the county deed books was found, was incorporated on February 25, 1852. Those individuals authorized by the state to collect stock subscriptions included William Spence, L. H. Carney, Enoch H. Jones, A. M. Alexander, Dennis Hogwood, Jacob Wright, and John D. Alexander. The company's charter stated that the turnpike would begin in Murfreesboro and continue on the best route through a gap in the ridge northeast of James McKnight. From that point the turnpike would proceed to Liberty in DeKalb County. Jacob Wright's bridge on the Stones River was to be a point on this turnpike.¹⁴⁸ The

¹⁴⁶ Public Acts (1851-1852), p. 510.

¹⁴⁷ Ibid. ¹⁴⁸ Ibid., p. 648.

turnpike, as it was described in the memorandum, began in Murfreesboro and passed north of Benjamin Johnson's dwelling. From that point the turnpike crossed Bushnell's Creek at Hartwell's foot log and the East Fork of Stones River at John Brown's bridge. It proceeded to intersect the route formerly surveyed for the Milton and Jefferson Turnpike near Butler's glade and followed this route to Milton. From Milton, the turnpike intersected the Lebanon and Sparta Turnpike within two or three miles of Liberty. The memorandum in the deed book illustrates the fact that the individuals charged with laying out a turnpike did not always precisely follow the directives of the state legislature.¹⁴⁹

There were seventy-two stockholders in the turnpike company, fifty-four of whom lived in Rutherford County. The stockholders either paid in money or labor for the stock. The monetary investments ranged from \$2,250 by John Brown of Rutherford County to several \$25 investments. Labor, or actually contracting for a portion of the turnpike, ranged from two miles contracted by W. C. Leech of Cannon County to numerous quarter mile contracts.¹⁵⁰ An amendment was passed in 1855 to the act of incorporating the Murfreesboro and Liberty Turnpike to allow an additional

¹⁴⁹Rutherford County, Tennessee, County Register's Office, Deed Book 5, pp. 165-167.

¹⁵⁰Ibid.

four years to complete the turnpike. Abraham Overall, Jarratt Cocke, and Enoch H. Jones of Rutherford County were added to the list of commissioners authorized to raise capital for the company.¹⁵¹

The Fosterville and Middleton Turnpike Company was incorporated on March 2, 1854. The state legislature appointed Thomas Edwards, John Patterson, R. B. McClain, John Jordan, A. G. McClain, William G. Hight, William Little, Ephraim Lytle, and Sam Winston commissioners to raise capital for the turnpike company. The turnpike was to run from Fosterville to Middleton.¹⁵²

The state legislature incorporated the Murfreesboro and Wilkinson's Crossroads Turnpike Company on March 2, 1854. The legislature appointed William H. Smith, George W. Smith, George House, Giles Harding, Alfred Blackman, Ben Batey, and John Lytle commissioners to obtain capital for the company to finance the turnpike. The turnpike was to begin at or near Murfreesboro and proceed to Wilkinson's Crossroads. The company had the privilege of extending the turnpike to the county line.¹⁵³ In 1858, the company was permitted to build a tollgate east of the West Fork of the Stones River.¹⁵⁴

¹⁵¹Public Acts (1855-1856), p. 384.

¹⁵²Ibid., (1853-1854), p. 495.

¹⁵³Ibid., p. 496.

¹⁵⁴Private Acts (1857-1858), p. 203.

On March 4, 1854, the Nelson's Creek and Versailles Turnpike Company was chartered by the General Assembly. The commissioners, who were authorized to raise capital for the construction of the turnpike, included Newton C. Jordan, Archibald Wood, Johnson Wood, Samuel Perkins, Henry Pate, Minus Jordan, Newton McCord, John S. Claybrook, Thomas Pettis, William Covington, John Hailey, and William Jackson. These individuals were residents of both Williamson and Rutherford counties. The turnpike was to begin at a point near where the Farmington and Fayetteville Turnpike crossed Nelson's Creek. It was to proceed eastward through the lands of Newton C. Jordan, Archibald Wood, Edmund Lawrence, and David Graves to Versailles in Rutherford County. The turnpike was to be graded twenty-five feet wide within five degrees of level, twelve feet in width was to be covered with nine inches of finely beaten stone or gravel, and the remainder was a summer road.¹⁵⁵ Summer roads were the shoulders of the road and often preferred by the traveler during the dry summer months.¹⁵⁶

The Murfreesboro and Bradyville Turnpike Company was incorporated by the General Assembly on February 26, 1855. The stockholders of the company were L. H. Carney, Levi W. Reeves, E. A. Keeble, William Spence, David Patton,

¹⁵⁵ Public Acts (1853-1854), p. 400.

¹⁵⁶ Lane, p. 154.

Joseph Pinkerton, and Dr. S. H. Woods. The turnpike was to be located from Murfreesboro to Bradyville.¹⁵⁷

The Hoover's Gap and Christiana Turnpike Company was incorporated by the General Assembly on the same day as was the Murfreesboro and Bradyville Turnpike Company. The stockholders of the turnpike from Hoover's Gap to Christiana were Dorson Skeign, Henry Hoover, J. A. Baugh, B. G. White, A. H. White, Thomas Jamison, and John Miller. Both the Hoover's Gap and Christiana Turnpike and the Murfreesboro and Bradyville Turnpike were patterned after the Murfreesboro and Woodbury Turnpike.¹⁵⁸ An interesting incorporation was the Christiana and Hoover's Gap Turnpike Company on March 19, 1858. It was a second-class turnpike which was to be constructed from Christiana to Hoover's Gap. Some of the commissioners who were appointed by the General Assembly to raise capital for the company were the same stockholders of the Hoover's Gap and Christiana Turnpike Company. The commissioners of the turnpike chartered in 1858 were J. A. Baugh, B. G. White, Thomas Jamison, G. W. Gibson, and Lewis Garner. The Christiana and Hoover's Gap Turnpike was patterned after the Shelbyville and Fayetteville Turnpike.

¹⁵⁷ Public Acts (1855-1856), pp. 385-386.

¹⁵⁸ *Ibid.*, pp. 388-389.

It was allowed only two tollgates, so the distance of the turnpike was not much over ten miles in length.¹⁵⁹

On February 14, 1856, the Cainsville and Pleasant Valley Turnpike Company was incorporated by the General Assembly. The commissioners appointed by the state to raise capital for the turnpike were Granville S. Pierce, L. P. Black, B. H. McAdoo, Hall Jarmon, Joseph Putnam, Erasmus Smith, J. N. Williams, Thomas Ward, William Arbuckle, and J. W. Price. The turnpike was to begin at the eastern terminus of the Jefferson and Stones River Turnpike and to proceed by way of Cainsville to Pleasant Valley in Wilson County. The charter of the company was amended in 1860 to allow the company to build a second-class road to intersect the Murfreesboro, Lascassas, Milton, and Liberty Turnpike near Lascassas.¹⁶⁰

The Murfreesboro and Lascassas Turnpike Company was incorporated by the state on February 16, 1856. The commissioners appointed by the legislature to raise capital stock for the company were Benjamin Johnson, John Baird, William H. Smith, James McCulloch, Samuel J. Rucker, Samuel McAdo, and Warren Moor. The turnpike was to run from Murfreesboro to Lascassas to intersect the eastern end of the

¹⁵⁹ Private Acts (1857-1858), pp. 367-368.

¹⁶⁰ Ibid., (1859-1860), p. 423; Public Acts (1855-1856), p. 383.

Jefferson Turnpike and the Cainsville and Pleasant Valley Turnpike.¹⁶¹

The Murfreesboro and Middleton Turnpike Company was chartered by the General Assembly on February 23, 1856. The commissioners appointed by the state to raise stock subscriptions for the company were William Spencer, John Mallery, Samuel Campbell, Henry Hall, Henry D. Jamison, Madison Alexander, Robert B. McClain, and Dr. John Webb. The turnpike was to run from Middleton to Murfreesboro or to intersect the Salem Turnpike near where it crossed the West Fork of the Stones River. Both turnpike companies had to agree with the intersection of the turnpike.¹⁶²

On February 15, 1858, the General Assembly amended the charter of the Murfreesboro and Lascassas Turnpike Company. The act authorized the company to extend its turnpike from Lascassas through Milton and cross the ridge east of town near Neely's Gap. It would continue upon a roadbed already located to the Lebanon and Sparta Turnpike near Moses Fite's in DeKalb County. Its final terminus was Liberty, Tennessee. This new turnpike would be operated by the Murfreesboro, Lascassas, Milton, and Liberty Turnpike Company. It, in a sense, seems to have been a merger of several turnpike companies. There must have been work

¹⁶¹Public Acts (1855-1856), p. 300.

¹⁶²Ibid., p. 335.

completed on the turnpike, as the original act was omitted in the published legislation of 1858 and was printed in 1860.¹⁶³ It is assumed that if the turnpike had not been worked on the General Assembly would not have bothered with publishing the act in 1860.

On March 5, 1858, the Cripple Creek Turnpike was incorporated by the General Assembly. Its stockholders included Randolph Hall, Ralston Arbuckle, Jesse Brashear, R. C. Jones, Elihu Jones, and their associates. The turnpike was to begin on the Murfreesboro and Liberty Turnpike near where it crossed the East Fork of Stones River at Jacob Wright's bridge. It was to proceed southwest, cross Cripple Creek near Jesse Brashear's, and intersect the Murfreesboro and Woodbury Turnpike near Bearwood's old place. The company was entitled to only one tollgate, so the turnpike was very short in length.¹⁶⁴

The Williamson County and Salem Turnpike Company was incorporated by the General Assembly on March 5, 1858. Rutherford County stockholders of the turnpike company included William Spence, Thomas B. Turner, William B. Lillard, Doctor Ransom, Joseph Ransom, L. M. Clegg, James M. Moore, John Price, Travis Winrow, Byas Winrow, William Rainey, Archibald Jordan, and Drury Floyd. These individuals

¹⁶³ Private Acts (1859-1860), p. 422.

¹⁶⁴ Ibid., (1857-1858), pp. 254-255.

were also appointed commissioners to raise capital stock for the company. The turnpike company was to begin the road on the turnpike from Nashville to Eagleville near Nelson's Creek. It was to proceed eastward by Windrow's Campground to Salem to intersect the Murfreesboro and Salem Turnpike.¹⁶⁵

The Eagleville and Salem Turnpike Company had been in operation prior to its incorporation by the General Assembly on October 29, 1859. Early in 1859, Gov. Isham G. Harris had appointed Thomas O. Butler, John J. Jarrett, F. Jackson, Sr., B. B. Taylor, James Haynes, and C. B. Harris, all of Rutherford County, to raise capital stock in the company. There were five other commissioners who had the same task in Williamson County.¹⁶⁶

The commissioners of the Eagleville and Salem Turnpike Company raised \$26,000 in subscribed stock. They published a legal notice in the Murfreesboro Telegraph of the time and place of the stockholders' meeting. The company's stockholders assembled at New Concord Church on July 21, 1859, to organize the turnpike company. They elected five of the stockholders to be directors and "locators" for a one-year term. These directors and locators were C. B. Farris, J. J. Jarrett, and Thomas O. Butler of Rutherford County, and Richard C. Owen and Chesley Williams of Williamson County. As the Eagleville and Salem Turnpike would be

¹⁶⁵Ibid., p. 255.

¹⁶⁶Ibid., (1859-1860), p. 147.

connected with the Salem Turnpike, the directors petitioned the General Assembly to grant them a separate charter patterned after the Salem Turnpike Company's charter. The legislature approved of a turnpike to run from Salem to Eagleville as was surveyed and marked out by the locators. The company was given the options of extending the turnpike three miles west of Eagleville and constructing a branch turnpike to Versailles if three-fourths of the stockholders agreed.¹⁶⁷ Evidently the branch turnpike to Versailles met the approval of the stockholders as the General Assembly set forth the specifications for it in December 1859. It was to be "bedded and graded" twenty-four feet wide. The first coat of stone was to be sixteen feet wide and six inches thick, and the second coat of stone or gravel was to be nine feet wide and six inches thick with four inches of earth on top of the road.¹⁶⁸

The state legislature granted a charter to the Eagleville and Chapel Hill Turnpike Company on December 13, 1859. All of its commissioners, designed to raise capital, were from Williamson and Marshall counties. The macadamized turnpike was to begin at the Eagleville, Unionville, and Shelbyville Turnpike near E. B. Kelley's and run to Chapel Hill or to a bridge at the fishing ford on the Duck River.

¹⁶⁷ *Ibid.*, pp. 147-148.

¹⁶⁸ *Ibid.*, p. 175.

The company had the privilege of extending the turnpike to Farmington, Tennessee.¹⁶⁹

Now, for a comparison, the same factors will be used in the analysis of the turnpikes of the 1850s as were used in analyzing the turnpikes of the 1830s. There was a lack of information in some areas for the turnpikes of the 1850s. There was a considerable amount of variation in the type of roadbeds utilized in the 1850s. There seem to have been five types of roadbeds with some variation in each. The widest roadbed was at least thirty feet in width. The road was to be graded sixteen feet in width with ditches at each side to remove water. The road's surface was to descend gradually from its center to the ditches and to be paved with stone or gravel. The roadbed was not to exceed five degrees of level, but the average grade was to be three degrees. This was the roadbed of both the Cripple Creek Turnpike and the Williamson County and Salem Turnpike which were patterned after the Shelbyville and Fayette Turnpike.¹⁷⁰ The Franklin and Murfreesboro Turnpike was also required to be thirty feet wide, fourteen feet of which could be a summer road.¹⁷¹ It could not be determined if

¹⁶⁹Ibid., p. 173.

¹⁷⁰Ibid., (1857-1858), p. 255; Public Acts (1853-1854), pp. 477, 479.

¹⁷¹Public Acts (1849-1850), p. 457.

those turnpikes which were patterned after others actually copied that turnpike.

The Eagleville, Unionville, and Shelbyville Turnpike and the Eagleville and Salem Turnpike were very similar in the specifications for the roadbed. The Eagleville, Unionville, and Shelbyville Turnpike was to be graded twenty-seven feet wide. The first coat of finely beaten stone or gravel was to be eighteen feet wide and nine inches deep. The second coat was nine feet wide and six inches deep. Ditches were to be dug on each side of the road. The Eagleville and Salem Turnpike was the same, except that nine feet of the first coat of eighteen feet width and six inches depth could be of "fine sprawled rock"; four inches of dirt would cover the road. The stone of the second coat could not exceed one-half pound in weight. The Eagleville and Chapel Hill Turnpike was identical to the Eagleville and Salem Turnpike except that the total width was twenty-four feet and its first coat was required to be only sixteen feet in width. If sufficient capital stock was raised, the width could be eighteen feet.¹⁷²

The most frequently utilized roadbed and the least described was the one required for second-class macadamized turnpikes. Five turnpikes had this type of roadbed: the

¹⁷²Ibid., p. 454; Private Acts (1859-1860), pp. 148, 174.

LaVergne and Stones River Turnpike, LaVergne and Rock Spring Turnpike, Murfreesboro and Liberty Turnpike, Hoover's Gap and Christiana Turnpike, and its successor. Both turnpikes radiating from LaVergne were sixteen feet in width with ten to twelve inches of gravel. The roadbeds were to be graded to within five degrees of being level. The Murfreesboro and Liberty Turnpike was to be covered with limestone or gravel.¹⁷³ No reference to a turnpike classification system was located. The class system might have been patterned after the road classification system of 1821.

One major observation concerning the capital stock of turnpike companies operating in Rutherford County is that the price per share of the stock had changed drastically from the companies incorporated in the 1830s. Of ten turnpike companies for which the price per share could be ascertained, nine of them were selling stock at twenty to twenty-five dollars per share. Only the Franklin and Murfreesboro Turnpike Company, which had a predecessor in the 1830s, sold its stock at fifty dollars per share. The stockholders could pay for the stock with either money or labor on constructing the turnpikes. Capital stock limits, permitted by the state legislature, ranged from one hundred thousand dollars for the Franklin and Murfreesboro Turnpike

¹⁷³Public Acts (1851-1852), pp. 510, 649; Private Acts (1857-1858), p. 367.

to twelve thousand dollars each for the LaVergne and Stones River and the LaVergne and Rock Spring Turnpikes.¹⁷⁴

The leadership of the turnpike companies operating in Rutherford County during the 1850s was evenly divided between seven and five directors. In all but two companies, they were referred to as directors rather than commissioners. The turnpike companies with seven directors included the Franklin and Murfreesboro Turnpike; Murfreesboro and Woodbury Turnpike; Murfreesboro and Liberty Turnpike; Fosterville and Middleton Turnpike; Nelson's Creek and Versailles Turnpike; Murfreesboro, Lascassas, Milton, and Liberty Turnpike; Cripple Creek Turnpike; and the Williamson County and Salem Turnpike. Those turnpike companies with five directors included the Eagleville, Unionville, and Shelbyville Turnpike; LaVergne and Stones River Turnpike; LaVergne and Rock Spring Turnpike; Murfreesboro and Wilkinson's Crossroads Turnpike; Cainsville and Pleasant Valley Turnpike; Murfreesboro and Lascassas Turnpike; Murfreesboro and Middleton Turnpike; Eagleville and Salem Turnpike; and the Eagleville and Chapel Hill Turnpike. The directors as well as the

¹⁷⁴ Public Acts (1849-1850), pp. 426, 453, 456; (1851-1852), pp. 510, 648; (1853-1854), pp. 400, 495; and (1855-1856), pp. 335, 383.

presidents and other officers were elected for either one- or two-year terms.¹⁷⁵

The turnpike companies incorporated in Rutherford County during the 1850s followed the standard procedure of constructing five miles of roadway prior to building a tollgate. Depending on the company charter, the tollgates could not be placed closer than 1-1/2 miles, or a mile from a town or village on the route of the road. The Murfreesboro and Woodbury Turnpike Company could not build a tollgate closer than one mile from Murfreesboro. The Eagleville and Salem Turnpike's tollgate could not be closer than 1-1/2 miles from Eagleville. Some of the turnpikes such as the Cripple Creek Turnpike and the LaVergne and Stones River Turnpike were so short in length that they were authorized only one tollgate.¹⁷⁶

The toll rates of the turnpikes incorporated in Rutherford County during the 1850s were not uniform. Many charters of turnpikes operating in Rutherford County referred to the toll rates of companies operating outside the county. The toll rates for the Franklin and Murfreesboro

¹⁷⁵ Public Acts (1849-1850), pp. 425, 453, 457; (1851-1852), pp. 510, 649; (1853-1854), pp. 400, 495-496; (1855-1856), pp. 300, 335, 383; Private Acts (1859-1860), pp. 147, 174, 422.

¹⁷⁶ Public Acts (1849-1850), pp. 424, 454, 458; (1851-1852), p. 510; (1853-1854), pp. 401, 496; (1855-1856), pp. 301, 336, 384; Private Acts (1857-1858), p. 368; (1857-1858), p. 255; (1859-1860), pp. 149, 175.

Turnpike were: twenty head of hogs or sheep, 10 cents; twenty head of horned or neat cattle, 25 cents; every horse or mule not drawing a carriage, 3 cents; pleasure carriage with two or more horses or mules, 25 cents; carriage, wagon, or cart with one horse or mule, 10 cents; loaded wagon with two horses, 15 cents; empty wagon with two horses, 10 cents; loaded wagon with three horses, mules, or oxen, 20 cents; loaded wagon with four horses, mules, or oxen, 25 cents; additional draft animals, 5 cents; wagons with six horses, mules, or oxen, 10 cents, unless tires or wheels are four inches wide; empty wagon, one-half the toll rate; and man on horseback, 5 cents. The Cripple Creek Turnpike's toll rates varied with these rates in that twenty head of cattle were 50 cents; a horse or mule in a drove was 2 cents; loaded carts were 15 cents; and empty carts were 5 cents. This turnpike determined the toll rate based on wheels rather than on draft animals. The Fosterville and Middleton Turnpike Company did not collect a toll on persons attending church or conveying produce to and from a mill. The fine for not paying the toll, five dollars, was the same as it was in the 1830s.¹⁷⁷

The requirement that the turnpike company complete the road within a certain number of years was not promoted

¹⁷⁷ Public Acts (1849-1850), pp. 458-459; (1853-1854), pp. 480, 496; Private Acts (1857-1858), p. 255.

during the 1850s, as only three companies had a time limit. Both the Cainsville and Pleasant Valley Turnpike and the Murfreesboro and Lascassas Turnpike were required to be completed in four years. The Murfreesboro and Middleton Turnpike was required to be completed in five years.¹⁷⁸ This lack of a completion date requirement might have been due to the turnpike companies of the 1850s not receiving state aid.

The most significant indication of the increasing prominence of turnpikes in Rutherford County was the incorporation of the highest number of turnpike companies in a single year--twelve--in 1860. There were fifteen turnpike companies chartered in the five-month period between October 1859 and March 1860. This was almost a 400 percent increase over the previous legislative period of 1858. With the outbreak of the Civil War and its ultimate outcome, the tremendous number of turnpikes chartered in 1860 were never built, or they were delayed for many years.

The General Assembly incorporated the Christiana and Dug Hollow Turnpike Company on February 1, 1860. The legislature appointed James S. Lyon, Lewis Garner, G. B. White, Clinton Jacobs, Felix G. Miller, Thomas H. Jamison, Alfred P. Lowe, G. B. Messick, and James Lawrence commissioners to raise capital for the company. The turnpike was to begin at

¹⁷⁸ Public Acts (1855-1856), pp. 301, 336, 483.

Christiana on the Nashville and Chattanooga Railroad and run east to intersect the Dug Hollow Road near the residence of James Lawrence of Coffee County. The community of Big Spring was required to be a point on the turnpike, and the company could make New Millersburg a point on the turnpike. If the turnpike stopped at Big Spring, the company would be known as the Christiana and Big Spring Turnpike Company.¹⁷⁹

On February 1, 1860, the state legislature incorporated the Christiana and Millersburg Turnpike Company. The commissioners appointed to raise capital for the company at Christiana or White's Store were John H. Baugh, G. B. White, Thomas H. Jamison, H. H. White, P. K. Runnels, John F. Howland, Frank Prewett, Henry Prewett, and Thomas Cooper. The turnpike was to run from Christiana to Millersburg in the southern portion of the county.¹⁸⁰

The Franklin and Eagleville Turnpike Company was incorporated by the state legislature on February 1, 1860. Fifty-four individuals living in Williamson County were appointed commissioners to obtain capital stock for the turnpike company. The turnpike was to begin on the Franklin and Lewisburg Turnpike near Douglas's Church and proceed to Peytonville and Eagleville, which at that time was located in Williamson County.¹⁸¹

¹⁷⁹ Private Acts (1859-1860), pp. 224-225, 227.

¹⁸⁰ Ibid., p. 229.

¹⁸¹ Ibid., p. 233.

The Unionville Turnpike Company was incorporated by the legislature on February 13, 1860. The turnpike was to run from the Nashville Turnpike near the old steam mill to Anthony's old steam mill on Stewart's Creek. The Nashville Turnpike was a road that ran through Williamson County, as some of the commissioners appointed to raise capital lived in that county. The commissioners from Rutherford County were James Jones, Charles House, and S. B. Boring. The company's name possibly had some relationship to a political conviction of the period. Most of the other turnpike companies were named for geographic locations.¹⁸²

The General Assembly incorporated the Statesville and Milton Turnpike Company on February 13, 1860. The commissioners appointed by the legislature to raise capital stock for the turnpike company were A. W. Cox, T. H. Knight, A. T. Strand, W. A. Witty, James Ewing, James B. Martin, J. T. Simpson, William Byrn, and Doctor Bilbro. The turnpike was to commence on the Cainsville and Statesville Turnpike, near the Baptist Meeting House, west to Statesville. From there it was to proceed across a ridge through Solomon George Gap and intersect the Murfreesboro and Liberty Turnpike. The commissioners, or any three of them, were to locate the road. All of them were to aid in the construction of the road.¹⁸³

182 *Ibid.*, p. 245.

183 *Ibid.*, pp. 328-329.

On February 28, 1860, the Fosterville and Rover Turnpike Company was incorporated by the state legislature. The turnpike was to run from Fosterville through Middleton to Rover in Bedford County. The commissioners appointed by the legislature to raise subscriptions for stock in the company were J. F. McKee, J. F. Watkins, William Morgan, A. M. McLean, R. B. McLean, William Jackson, James Foster, and W. G. Hight. Any seven of these commissioners were required to locate the turnpike, and as many of them as possible were to construct the turnpike. If the company did not have enough capital stock to finance the turnpike to Rover, it could terminate the turnpike at Middleton.¹⁸⁴

The Middleton Turnpike Company was chartered by the General Assembly on February 28, 1860. The commissioners appointed to raise capital stock were Coleman Harrison, Henry Hall, Thomas O. Butler, Thompson Jarratt, John P. Smith, Robert Boyd, J. B. Kimbro, and J. M. Leatherman. The turnpike was to run five miles from the Salem Turnpike to Mrs. Henry Jamison's land. On March 5, 1860, the company was given permission to extend the road from Mrs. Jamison's to Middleton. Seven of the commissioners were required to locate the turnpike, and as many as possible were encouraged to help construct the turnpike.¹⁸⁵

¹⁸⁴Ibid., pp. 328-329.

¹⁸⁵Ibid., pp. 328, 364.

The Hoover's Gap and Bell Buckle Turnpike Company was chartered by the state on March 15, 1860. The turnpike was to run from where the Fairfield and Shelbyville Road intersected the Old Murfreesboro and Shelbyville Road. It was to run by the Bell Buckle depot on the Nashville and Chattanooga Railroad, then with the Wartrace Creek to the Rutherford County line, near John P. Hoover's land. The commissioners appointed by the state to raise capital for the turnpike company were Nehemiah Suggs, Robert D. Rankin, John W. Frizzle, Joel Harris, John P. Hoover, B. G. Fields, A. J. Bingham, W. B. Norvell, William J. Peacock, R. C. Jones, John T. Cannon, and Matt Frequitt.¹⁸⁶

The state legislature incorporated the Murfreesboro and Sulphur Spring Turnpike Company on March 15, 1860. The commissioners appointed by the legislature to raise capital stock for the company included John Bell, Jr., D. D. Maney, Addison Mitchell, John Ewing, James Green, R. V. Johns, Joseph Lindsey, Julius Wade, and James E. Stockird. The turnpike was to run from Murfreesboro by way of the Sulphur Spring to Jefferson. The turnpike, according to the company's charter, had to be at least five miles long.¹⁸⁷

The Junction Turnpike Company was incorporated on the same day that the Hoover's Gap and Bell Buckle Turnpike Company and the Murfreesboro and Sulphur Spring Turnpike

186 Ibid., pp. 418-419.

187 Ibid., p. 421.

Company were incorporated. S. R. Miles, H. I. Anderson, M. B. Wade, Henry Wade, Richard Wade, James E. Stockird, Julius Wade, Campbell Gentry, Thomas C. Beach, W. L. Watkins, and Robert Bell were appointed commissioners to open books for subscription to stock of the turnpike company. The turnpike was to run from Florence, a station on the Nashville and Chattanooga Railroad, to the Lebanon and Murfreesboro Turnpike.¹⁸⁸

The Smyrna and Stones River Turnpike Company was incorporated by the General Assembly on March 24, 1860. The company was incorporated to build a turnpike from the Smyrna depot on the Nashville and Chattanooga Railroad north to the Stones River. At the river, the company was required to build a "good and substantial bridge." If the county court appropriated one-half of the bridge's construction cost, the company was not entitled to any toll from the use of the bridge. If the company paid the total cost of the bridge's construction, it was entitled to one-half the toll rate for travel on the turnpike just for the use of the bridge. The commissioners appointed to raise capital stock for the company were Charles L. Davis, Jo. W. Davis, Robert Ralston, Hickman Weakley, William M. Sanders, Houston Sanders, Sumner Sanders, John Edmundson, Charles Dillin, and James S. Simmons.¹⁸⁹

¹⁸⁸Ibid., pp. 421-422.

¹⁸⁹Ibid., pp. 578-579.

On the same day that the Smyrna and Stones River Turnpike Company was incorporated, the state incorporated the Smyrna and Stewart's Creek Turnpike Company. The turnpike was to run from the Smyrna depot south to the headwaters of Stewart's Creek. Individuals involved in raising capital stock for the company were Alfred Elliot, Silas Turner, Wiley Brown, Isham Peebles, L. Davis, Benjamin Batey, and S. B. Boring.¹⁹⁰

Through the descriptions of the roadbeds of the turnpikes incorporated in 1860, it is possible to determine the identity of a second-class turnpike. The Christiana and Dug Hollow Turnpike was to be constructed as a second-class turnpike. It was to be graded fourteen feet wide with either creek, river, or hill gravel six inches deep. The second coat of gravel was to be eight feet wide and six inches deep. The road was to be cleared of timber eight feet on both sides of the graveled portion, which made the road right of way thirty feet wide. The turnpike was to have ditches on both sides of the roadbed to drain the water away from the road surface. The company was not compelled to construct bridges when it was not necessary, but it had to excavate the river banks and gravel the banks of the streams that the turnpike had to cross. The Statesville and Milton Turnpike was similar in that its right of way

¹⁹⁰Ibid., p. 579.

was thirty feet, but it was graded sixteen feet wide. Its first coat of gravel was twelve feet wide and six inches deep, and its second coat of gravel was eight feet wide and six inches deep. Both the Smyrna and Stones River and the Smyrna and Stewart's Creek Turnpikes were identical to the Statesville and Milton Turnpike, except that they were to be graded to a width of twenty-five feet rather than sixteen feet. Both the Union Turnpike and Hoover's Gap and Bell Buckle Turnpike were described as second-class turnpikes.¹⁹¹

The Franklin and Eagleville Turnpike's planned roadbed was different from the roadbeds of the other turnpikes chartered in 1860. It was to have been graded and bedded at least twenty-four feet wide and within five degrees of being level. The first coat of stone was to be eighteen feet wide and six inches deep. Nine feet of the first coat could have been of fine sprawled stone if the company desired. This width was between four and six feet wider than the second-class turnpikes. The second coat of the Franklin and Eagleville Turnpike was to have been nine feet wide and six inches deep. The stone of the second coat was to be broken to a size not exceeding one-half pound in weight.¹⁹²

The capital stock of the turnpikes incorporated in 1860 was much smaller than that of the earlier turnpikes.

¹⁹¹Ibid., pp. 227, 245, 251, 418, 578, 580.

¹⁹²Ibid., p. 292.

The largest limit placed on capital stock was \$35,000 for the Franklin and Eagleville Turnpike. The Christiana and Dug Hollow Turnpike Company's capital stock was limited to \$30,000. The capital stock of the Statesville and Milton Turnpike was set at \$15,000, more or less as needed to complete the construction. The General Assembly left the size of the capital stock up to the stockholders, with the only provision being that the amount be sufficient to construct the turnpike. The stockholder was still permitted to pay for stock with either money or labor on the turnpike's construction. Twenty-five dollars was the price per share of the stock for those turnpike companies which had the amount stated in the charter.¹⁹³

The leadership of the turnpike companies incorporated in 1860 was vested in a board of directors; and, in the cases of the Middleton Turnpike and Franklin and Eagleville Turnpike, leadership was exercised by commissioners. The directors or commissioners elected the president, secretary, and treasurer from their own group. The board of directors consisted of either five or seven members. The term of office of the directors and the other company officials was either one or two years, depending on the charter. In comparing the companies, given an incomplete representation, the board of directors with five members

¹⁹³Ibid., pp. 224, 229, 233, 250, 328, 578, 579.

had two-year terms while the seven-member board of directors had a one-year term of office.¹⁹⁴

The turnpike companies still had to construct five miles of road before they could build a tollgate and collect toll. Since many of these proposed turnpikes would be trunk lines, there were fewer tollgates. The Christiana and Millersburg Turnpike, Union Turnpike, Smyrna and Stones River Turnpike, and the Smyrna and Stewart's Creek Turnpike were to be allowed only one tollgate. The Hoover's Gap and Bell Buckle Turnpike was to have only two tollgates when it was completed. The tollgates were still prohibited from being built too close to towns or villages. The Christiana and Dug Hollow Turnpike Company could not build its tollgate closer to Christiana than one-half mile. The Christiana and Millersburg Turnpike's only tollgate could not be closer to Christiana than three-fourths of a mile.¹⁹⁵

Only the Christiana and Dug Hollow Turnpike's toll rate was stated in the charters of companies incorporated in 1860. Many of the turnpikes' tolls were patterned after earlier turnpikes such as the Eagleville and Salem Turnpike, Nashville and Lebanon Turnpike, Jefferson Turnpike, and the Murfreesboro and Wilkinson's Crossroads Turnpike. Four of

¹⁹⁴Ibid., pp. 224, 229, 234, 246, 250, 251, 328, 418, 421, 578, 580.

¹⁹⁵Ibid., pp. 226, 230, 234, 246, 251, 329, 419, 579, 580.

the turnpike companies chartered in 1860 had the same toll rates as the Christiana and Dug Hollow Turnpike. Those turnpikes that copied the Christiana and Dug Hollow Turnpike's toll rates included the Christiana and Millersburg Turnpike, Fosterville and Rover Turnpike, Middleton Turnpike, and the Hoover's Gap and Bell Buckle Turnpike. The toll rates established for the Christiana and Dug Hollow Turnpike had not changed much from previous toll rates. The toll rates were: one hog or sheep, 1 cent; one cow, horse, or mule in a drove, 2 cents; one horse or mule not in a drove or not drawing, whether mounted or not, 5 cents; loaded wagon, 25 cents; empty wagon, 10 cents; loaded cart, 10 cents; empty cart, 5 cents; buggies, barouches, carriages and other two-horse vehicles, 25 cents; one-horse buggies, 10 cents; loaded two-horse wagon, 15 cents; and empty two-horse wagon, 15 cents. The penalty of five dollars for not paying the toll was still the same as it had been in 1830.¹⁹⁶

Three turnpike companies chartered in 1860 were given time limits in which to complete the construction of the turnpike. Both the Christiana and Millersburg Turnpike and the Statesville and Milton Turnpike companies were given five years to construct their roads. The Christiana and

¹⁹⁶Ibid., pp. 226, 230, 234, 246, 251, 328, 329, 419, 421, 579, 580.

Dug Hollow Turnpike Company was given seven years to complete the task of constructing the road.¹⁹⁷ The Civil War prohibited all of the turnpike companies from maintaining their time schedules for completing the construction of the turnpikes.

¹⁹⁷ *Ibid.*, pp. 226, 230, 257.

CHAPTER IV

ROADS IN RUTHERFORD COUNTY DURING
THE CIVIL WAR AND RECONSTRUCTION

The roads and turnpikes of Rutherford County performed an important role during the Civil War as transportation facilities do in any war. Both Union and Confederate forces marched and countermarched across the rolling terrain of the county throughout much of the war. The county's public roads and turnpikes provided these forces with avenues of approach and supply routes; for the defeated force, they allowed avenues of retreat.

Rutherford County was the site of an important battle between the Confederate Army of Tennessee and the Union Army of the Cumberland during the winter of 1862. It is not the intention in this thesis to describe in detail the role of the roads in the maneuvering of the two armies prior to the battle of Stones River on December 31, 1862, and January 2, 1863. The characteristics of Rutherford County's roads from comments of some of the participants of the battle will be the focus of this research.

There seems to have been a dichotomy of opinion as to the quality of the roads in Rutherford County among those

who fought at the Battle of Stones River. Confederate generals spoke highly of the road system in Rutherford County. Lt. Gen. William J. Hardee said of the area,

Murfreesborough is situated thirty miles southeast of Nashville, in a fertile, gently undulating, and highly cultivated country. . . . The Chattanooga [Nashville and Chattanooga] Railroad, the chief line of communication from Tennessee to the South Atlantic states, passes through it, and numerous excellent turnpikes from it in every direction. The road to Lebanon passes nearly due north from Murfreesborough; that to Triune nearly west; that to Salem a little south of west, and the Nashville Turnpike northwest, crossing Stones River about 1-1/2 miles from Murfreesborough.¹

Gen. Braxton Bragg referred to the routes of advance utilized by Union troops prior to the battle as "fine macadamized roads." He also stated after the battle,

Owing to the convergence upon our depot at Murfreesborough of so many fine roads by which the enemy could approach . . . we were confined in our selection to a line near enough to the point of juncture to enable us to successfully cover them all until the real point of attack should be developed.²

The Union army's leadership did not hold the roads of Rutherford County in such high esteem as their Confederate counterparts. One Union officer reported in a reconnaissance that the Gallatin and LaVergne Road was "narrow

¹Lt. Gen. William J. Hardee to Lt. Col. George W. Brent, 28 February 1863, War of the Rebellion, Official Records of the Union and Confederate Armies (Washington, D.C.: Government Printing Office, 1891), series 1, vol. 20, pt. 1, p. 772. Hereafter cited as Official Records.

²Gen. Braxton Bragg to Gen. Samuel Cooper, 23 February 1863, Official Records, series 1, vol. 20, pt. 1, p. 663.

and rough."³ Brigadier General Negley said the "Stewartsborough Road is very bad; a number of wagons broke down, owing to the rough and rocky roads."⁴ One officer reported that on one of the turnpikes in the southern section of the county in the vicinity of Eagleville and Fosterville:

The stone of the pike, much of it recently made, cut up the shoes badly. I need in my brigade seven hundred pairs before the men can march. No doubt the other brigade needs as many.⁵

Even the commanding general of the Union army complained. In a letter dated Murfreesboro, January 16, 1863, addressed to the Quartermaster General in Washington, D. C., he states,

Your dispatch received; thanks. Have no wagons to spare, and these are cumbersome. In these narrow roads [they] can't travel across the country, would do well on Pennsylvania Avenue.⁶

One can interpret these comments to mean that in comparison to other Southern road systems, Rutherford County's was in very good condition. On the other hand, in comparison with Northern roads, the roads of Rutherford County left much to be desired. Rutherford County's roads

³Col. Silas C. Toler to Lt. Theo. Wiseman, 2 December 1862, Official Records, series 1, vol. 20, pt. 1, p. 27.

⁴Brigadier General Negley to Maj. George E. Flynt, 27 December 1862, Official Records, series 1, vol. 20, pt. 2, p. 247.

⁵Col. G. D. Wagner to Brigadier General Hascall, 16 January 1863, Official Records, series 1, vol. 20, pt. 1, p. 985.

⁶Maj. Gen. W. S. Rosecrans to Brig. Gen. M. C. Meigs, 16 January 1863, Official Records, series 1, vol. 20, pt. 2, p. 333.

were probably narrower and rougher than Northern roads. It might be said that some of the initial success of the Army of Tennessee on December 31, 1862, was due to transportation problems that the Army of the Cumberland had on the roads between Nashville and Murfreesboro. Transportation problems of the Union army were a slow speed of movement, channelization of forces on the few macadamized roads due to the poor weather, and the breakdown of needed equipment. It can also be surmised that the new stone on the pike was related to some of the turnpikes incorporated in 1860, or that the available residents maintained the roads during the Civil War.

As with many other facets of Rutherford County and the South, the roads and turnpikes had been damaged by warfare. Public roads and turnpikes were not maintained during the Civil War. Bridges had been destroyed during the war. Many fords had the debris of warfare obstructing safe passage. The previous system of constructing and maintaining public roads had to be reestablished. In 1866, the fine for failing to work on public roads was increased from seventy-five cents to two dollars per day.⁷ The county courts were given the opportunity by the state legislature to levy and collect a tax for the purpose of grading and improving public highways that intersected railroads.⁸ The

⁷ Public Acts (1865-1866), p. 31.

⁸ Ibid., (1866-1867), p. 7.

law creating the office of road commissioner in the counties was repealed in 1868.⁹

In 1873, the General Assembly passed a comprehensive law regarding public roads; and although it was repealed in March 1877, it necessitates some study. The county court was required by this act to establish road districts and to appoint three road commissioners per district. One of the duties of the road commissioners was to supervise the construction and repair of roads and bridges in the district. They were to lay out and alter the highways within the road districts. The roads which had been laid out previously, but not sufficiently described, were required to be surveyed and recorded in the county court clerk's office. The commissioners were required to purchase the necessary tools for working on the roads. They were assigned the task of assessing a road tax in their district.¹⁰

Every male inhabitant between the ages of eighteen and fifty was required to work on the district's roads for five days a year. Ministers were exempted from working on the roads. The road overseers were required to provide the commissioners with a list of the names of all inhabitants that were liable to work on the roads. For the additional days required to maintain the roads in the district, one

⁹Statutes of Tennessee 1858-1871, p. 226.

¹⁰Public Acts (1873), p. 160, and (1877), p. 156.

day of work was assessed on each five-thousand-dollar valuation of real and personal property of every inhabitant in the district. For example, an individual who owned real and personal property valued at fifteen thousand dollars would be required to work three days in addition to the five days required of every eligible male within the age limits. A resident could have the labor commuted in exchange for one dollar a day which went to the overseer to hire additional labor.¹¹

The road overseer was appointed by the commissioner for a one-year term to supervise the work on from three to five miles of roadway. The overseer was required to give two days' notice of the time and place of the work and what tools to bring to those who had to work on the road. The tools that a person assessed for three or more days might have to bring included a cart, wagon, or plow with a yoke of oxen or span of horses, and a driver to manage them. The individual would be credited for three days' service for each one day's use of these tools.¹² The law was repealed in 1877 because the public welfare required it.¹³

During Reconstruction, the turnpike companies located in Rutherford County attempted to restore the turnpikes to a good condition both economically and physically.

¹¹Ibid., (1873), pp. 160-162.

¹²Ibid., pp. 163-164.

¹³Ibid., (1877), p. 156.

The Murfreesboro and Liberty Turnpike company obtained state approval in 1866 to legalize the grade of the turnpike and discontinue the attempt at macadamizing it.¹⁴ In 1868, John Wood, Joseph S. Morton, R. B. Jetton, Henderson Anderson, and A. P. Lowe were appointed directors of the Murfreesboro and Manchester Turnpike Company. They were to control it for the state.¹⁵ In 1866, the governor appointed W. W. Goodwin, T. C. Black, and John Perkins commissioners to operate the Cumberland and Stones River Turnpike for the state. W. H. Goodwin said of the turnpike's condition in 1866 that it "was in a very bad state and in many places unsafe at the time of my appointment."¹⁵ On the Jefferson Turnpike all the bridges had been destroyed by the war, but by 1871 the bridges had been rebuilt and new mile posts had been erected. There were only three tollgates on the turnpike at that time.¹⁷

The state government was trying to promote the development of more turnpikes. The procedure that the General Assembly established in 1871 for incorporating

¹⁴Private Acts (1866-1867), p. 61.

¹⁵Ibid., (1867-1868), p. 115.

¹⁶W. H. Goodwin to T. H. Butler, 1 May 1871, Folder 10, Box 4, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

¹⁷Jefferson Turnpike Company to T. H. Butler, 14 July 1871, Folder 8, Box 2, Record Group 5, Archives Section, Tennessee State Library and Archives, Nashville, Tennessee.

turnpike companies was more localized than previous procedures. The petition for incorporation of a turnpike company had to be filed in the chancery court of the counties through which the turnpike was to pass. The chancery court was to appoint the commissioners to open books for receiving stock. The decree of incorporation was to be registered in the county register's office of each county in the potential route of the turnpike.¹⁸ On February 26, 1869, James M. Cason, Green B. Hudson, A. P. McAdo, H. C. Williams, John L. Huddleston, William Baird, and William M. Sellers were appointed commissioners to raise stock for the Lascassas and Fall Creek Turnpike Company.¹⁹

The state legislature incorporated the Nolensville and Wilkinson's Crossroads Turnpike Company on February 2, 1870. The commissioners appointed to raise capital for the company were Joseph M. Bennett, Joseph J. Green, W. K. Grier, W. M. Clark, T. G. Shannon, Joseph H. Murray, J. S. Hawlet, George Chrisman, Evans Bennett, Lemuel Newsom, John F. Neal, Henderson Naron, William Caldwell, E. C. Jobe, G. W. McLaughlin, Thomas Black, Sr., Benjamin Beatty, Sr., Brown Boring, Alfred Davis, Thomas Edwards, George W. Smith, W. H. Smith, James E. Manson, Leonard Davis, John Love, and John Shelton. They were to raise thirty-five thousand

¹⁸ Private Acts (1868-1869), p. 152.

¹⁹ Ibid., p. 267.

dollars to construct a turnpike from Nolensville to Wilsonson's Crossroads. The price per share was twenty-five dollars. The organizational meeting was to be held at the Kedron Church in Rutherford County. At the meeting the stockholders would elect nine directors who in turn would elect one of their number as president. Nine of the above-mentioned commissioners were to mark out the route of the turnpike. The company was authorized only three tollgates to collect toll.²⁰

On February 25, 1870, the General Assembly revoked the charter of the Murfreesboro and Sulphur Spring Turnpike Company, approved in 1860. Instead, the legislators incorporated the Murfreesboro and Jefferson Turnpike Company. It appointed John S. Carney, D. D. Maney, Samuel Mitchell, Thomas Ewing, Ferdinand Miles, William Mitchell, Julius Wade, and James E. Stockard commissioners to raise stock for the company. The turnpike was to run from a point between the Stones River and the corporate limits of Murfreesboro to Jefferson. The commissioners were to call a stockholders' meeting to elect five directors. Stockholders could pay for the company's stock in money or labor on the road.²¹

The Rutherford and Wilson County Turnpike Company was chartered on February 28, 1870, by the General Assembly.

²⁰Ibid., (1869-1870), pp. 612-613.

²¹Ibid., pp. 477-478.

It appointed W. W. McKnight, Dennis Haywood, Joseph M. Cook, W. B. White, and W. B. Brown of Rutherford County, and five individuals from Wilson County to raise capital stock for the company. The turnpike was to begin at a point on the Murfreesboro and Liberty Turnpike near McKnight's graveyard in Rutherford County. From there, it was to proceed as near as practicable with an old dirt road to intersect the Lascassas and Milton Turnpike at Milton and to leave the turnpike near the Milton Seminary. The turnpike's proposed route was to run due north from the seminary to the Wilson County line at Medlin's Branch and intersect the Lebanon Road. It was to continue with the Lebanon Road until it intersected the Cainsville and Statesville Turnpike near H. G. John's store in Wilson County. At twenty-five dollars a share, the capital stock was not to exceed fifteen thousand dollars. A stockholders' meeting was to be held in Milton to elect five directors to serve a two-year term. This turnpike was to be a third-class turnpike, and the company had five years to complete it.²²

The Salem and Windrow Turnpike Company was incorporated by the state on February 28, 1870. Minos Jordan, Joseph Ransom, A. Pitts, H. Windrow, John Haly, R. W. Fain, and J. B. Kimbro were appointed commissioners to raise capital stock for the company. The turnpike was to run

²²Ibid., pp. 566-567.

from the village of Salem to the Eagleville and Triune Turnpike at the first tollgate south of Triune. The first stockholders' meeting was to be held in Salem to elect seven directors for a two-year term. The directors would elect a president from one of their number.²³

The state legislature chartered the Murfreesboro and Triune Turnpike Company on March 2, 1870. John Lytle, W. G. Garrett, J. Todd, H. C. Hartley, Joseph King, John King, James King, Jr., and Joseph Holloway were appointed commissioners to raise capital stock for the company. The company was to build a turnpike from Murfreesboro to Triune along the most practicable route. The turnpike was required by the state to meet any road that might be built from Franklin in the direction of Murfreesboro. The capital stock was not to exceed one hundred thousand dollars. The stock was sold at twenty-five dollars per share. When ten thousand dollars had been raised, the stockholders could elect five directors. The company had the option of building the turnpike entirely or in part on the roadbed of the road leading from Murfreesboro to Franklin.²⁴ This option substantiates the belief gained from research for this thesis that turnpikes were built on existing roads and, in a sense, improved them.

In 1871, the General Assembly adopted a joint resolution to take steps to see that the laws concerning

²³Ibid., p. 568.

²⁴Ibid., (1869-1870), pp. 612-613.

state assistance for turnpike companies had been complied with and the state's interest was protected. The legislators authorized the governor to appoint an individual in each grand division to the position of road commissioner. The road commissioner's duty was to investigate the condition and management of each turnpike in which the credit of the state had been loaned. The commissioner was authorized to examine all books, vouchers, and other records in each company for fraud and mismanagement.²⁵ In 1873, the General Assembly authorized that the state's interest in the turnpikes, and all claims and liens held by it against turnpikes as a result of the bonds issued before the Civil War, be sold to the highest bidder. If bids were equal, the Secretary of State was to give priority to the company, stockholders, counties, incorporated towns or cities, other corporations, and individuals in that order. There were several turnpikes in Rutherford County, mostly those incorporated prior to 1840, to which this law would apply.²⁶

The state government, although it was attempting to extract itself from the turnpike business, still encouraged new turnpike construction. In 1875, the General Assembly passed legislation promoting the construction of macadamized roads. Any five or more citizens of Tennessee, twenty-one

²⁵ Public Acts (1871), pp. 223-224.

²⁶ *Ibid.*, (1873), p. 136.

years of age and older, could form a turnpike company. The individuals had to write a memorandum stating the company's name, purpose, and proposed route of the road. They had to divulge the amount of capital stock, the number of shares, stockholders' names, and the number of shares owned by each stockholder. The company could erect a tollgate after completing 1-1/2 miles of road. The company could collect toll for one-fifth of the year at current rates provided that the net receipts went towards completing the turnpike. If the turnpike were located ten miles or more from a city with a population of five thousand inhabitants, the company was permitted to construct the roadbed fourteen feet wide and covered with rock or gravel ten feet wide and six inches thick.²⁷ This encouraged companies, because it allowed them to collect toll sooner than if they had to construct five miles of road before erecting a tollgate. The company could spend less money on materials and construction time by shortening the width of the roadbed.

In March 1877, the General Assembly amended the Code of Tennessee to require every county court to appoint three superintendents to examine the turnpikes and toll bridges in the county and to see that they were maintained in accordance with the law. The superintendents were to report to the county court on the condition of the turnpike companies.

²⁷ *Ibid.*, (1875), pp. 200-202.

The turnpike companies were required not to allow the macadamized or metal part of the road to be narrower than twelve feet. Road metal is a British term referring to the broken stone or cinders used in making or repairing roads, or another term for the macadamizing process. The superintendents had the authority to examine the receipt and disbursement accounts of the turnpike companies. If a company had expended the net proceeds of the tolls on the repair of the road, the superintendent must report this to the county court. It was a good defense for the turnpike company in the event of an indictment for failing to keep the turnpike in repair. The turnpike companies would not be held indictable for abandoning of the road provided seven miles of road were maintained if the company collected toll.²⁸

Rutherford County's Quarterly Court appointed George Gum, Joseph R. Thompson, and William S. Rhodes Superintendents of Turnpikes, as required by the law. Their first report to the county court was in April 1878. The reports of the superintendents are very informative of the condition of the turnpikes operating in Rutherford County. They examined the Nashville, Murfreesboro, and Shelbyville Turnpike Company in February 1878. The turnpike had twenty-nine miles in Rutherford County, fourteen miles in Davidson County, and twelve miles in Bedford County--in all, fifty-five miles.

²⁸Ibid., (1877), pp. 124-125.

The company had eleven tollgates and the toll receipts for all the gates for 1877 was \$10,605.45. The company had \$901.20 in excess receipts over disbursements for that year. The turnpike between Nashville and Murfreesboro was in good condition except for five miles between LaVergne and Stewart's Creek. The Shelbyville division of the turnpike was undergoing extensive repairs in 1878.²⁹

The Murfreesboro, Manchester, and Winchester Turnpike had formerly belonged to the state, according to the road superintendents. The turnpike was abandoned except for ten miles adjacent to Murfreesboro, and it was in need of repair. The state sold its interest in the turnpike to W. B. Huggins and Company. The company began a thorough repair of the ten-mile stretch southeast of Murfreesboro on April 1, 1877. The company expended \$2,329 on labor, hauling, materials, and gate repair up to March 1878. Toll collections began at two gates in April 1877. The plan of W. B. Huggins and Company was to place the first ten miles in good condition before working on the remainder of the road. The company hoped to have a good turnpike as far as Beech Grove, fifteen miles from Murfreesboro. The company was in debt to the amount of \$1,097.³⁰

²⁹ Rutherford County, Tennessee, County Court Clerk's Office, Quarterly Court Minute Book II, p. 47.

³⁰ *Ibid.*, p. 48.

The Murfreesboro and Bradyville Turnpike Company had abandoned all of the turnpike except for ten miles adjacent to Murfreesboro. According to the superintendents of turnpikes, the road was "well graded and has a good roadbed and in good repair with the exception [that] it is a little rough and is at present time undergoing a thorough repair." Two tollgates were in operation in 1878, and the company's financial condition was eighty-eight dollars in excess disbursements over receipts. A large amount of heavy timber hauling on the road caused damage to the roadbed, which had to be repaired repeatedly.³¹

The Murfreesboro and Liberty Turnpike which ran by Hall's Hill had been abandoned except for the adjoining ten miles from Murfreesboro. In 1878, the turnpike was undergoing considerable repair. The company was collecting toll at two gates, and its financial condition was twenty-two dollars of expenditures over receipts.³²

The Murfreesboro, Lascassas, Milton, and Liberty Turnpike Company had abandoned all of its turnpike except the sixteen miles located in Rutherford County. The portion of the road in Rutherford County was in good repair, and the company was collecting toll at three gates. The financial condition of the company was good in that expenditures equalled receipts. The company had a six-thousand-dollar

³¹Ibid.

³²Ibid.

judgement rendered against it in favor of the estate of John Brown in 1877.³³

The Murfreesboro and Wilkinson's Crossroads Turnpike was 5-1/2 miles in length, and it was in "tolerable good repair." The company's treasury had a positive balance of \$156 in it, although the company was reducing a substantial debt.³⁴

Another turnpike located west of Murfreesboro, the Murfreesboro and Salem Turnpike, was a "first class turnpike," according to the superintendents. Next to the town, 2-1/2 miles of road were in operation, and the remainder needed some slight repairs. The superintendents reported that some of the rocks used on the road were a little too coarse. The turnpike was 5-1/4 miles long and had one gate in operation. In 1877, the company's treasury had a positive balance of \$1,135.³⁵

The Eagleville and Salem Turnpike was 12-3/4 miles long and had two tollgates in operation in 1878. The turnpike, according to the superintendents of turnpikes, was in some need of repair. The company was trying to reduce its debts gradually over time. In 1877, the company spent forty-one dollars more than it collected.³⁶

³³Ibid., p. 49.

³⁴Ibid.

³⁵Ibid.

³⁶Ibid., pp. 49-50.

The Milton and Jefferson Turnpike, reported the superintendents, was "mostly made out of creek gravel." It had a serious problem in that during the wet fall and winter seasons, and with a very large amount of heavy hauling conducted on it, the roadbed was breaking up. The company was attempting to remedy the problem. The turnpike was seventeen miles long and had three tollgates in operation. The company expended money for repairing the roadbed, bridges, and culverts, and for wages for the gatekeepers, superintendent, and treasurer. The company's treasury had \$145 in an excess of receipts over disbursements.³⁷

The turnpike in Rutherford County which the superintendents of turnpikes reported was in the best condition was the Murfreesboro and Woodbury Turnpike. It was nineteen miles in length and had four operating tollgates. A positive balance of \$202 existed in the company's treasury in 1878.³⁸ The Cumberland and Stones River Turnpike had twelve miles in Rutherford County and three operating tollgates. The road superintendents advised the county court that the turnpike was in "tolerable repair." The company had an excess of disbursements of \$2,015 in 1877.³⁹ The superintendents of turnpikes inspected eleven turnpikes and traveled over 172 miles of roadway to determine the

³⁷Ibid., p. 50. ³⁸Ibid.

³⁹Ibid., pp. 50-51.

condition of the turnpikes. Their examination of the turnpikes took twenty-one days to complete.⁴⁰

The superintendents of turnpikes in Rutherford County reported to the county court again in June 1878. Of the Nashville, Murfreesboro, and Shelbyville Turnpike they said, "We find the condition of said road to be in tolerable good repair from LaVergne to Nashville, the balance of said road is not in very good repair." They further stated that the Milton and Jefferson Turnpike had a disaster on April 23, 1878, when a freshet caused the East and West Forks of the Stones River to rise to a dangerous level. A bad storm caused many trees to fall into the river, and with the high water the bridge on the West Fork became destabilized. The turnpike company had to tear down the wooden bridge and build another one. The bridge over the West Fork of Stones River was swept away. The Milton and Jefferson Turnpike Company planned to replace it with an iron bridge.⁴¹ The Wilkinson's Turnpike Company was collecting toll at only one gate on its 5-1/4 miles of road. The other turnpike companies were continuing to repair their roads to bring them up to the condition required by their charters.⁴²

⁴⁰Ibid., pp. 51-52.

⁴¹Ibid., pp. 152-153.

⁴²Ibid., p. 153.

In October 1878, the superintendents of turnpikes in Rutherford County reported to the county court that the Murfreesboro and Liberty Turnpike was "not in good repair, not even as good as we expected in our first report. They have done but little work on their road since last spring." The Murfreesboro, Lascassas, Milton, and Liberty Turnpike had deteriorated in its condition since the spring of 1878. They examined the Eagleville, Unionville, and Shelbyville Turnpike, which had 6-1/2 miles of roadway and one tollgate in Rutherford County. The Nashville, Murfreesboro, and Shelbyville Turnpike was not in good repair. The fourteen miles adjacent to Murfreesboro in the Nashville division needed a large amount of maintenance completed on the road. The twelve miles south of Murfreesboro were in very bad condition. The Murfreesboro, Manchester, and Winchester Turnpike had been expanded to eighteen miles of roadway from Murfreesboro. The third gate was put into operation about 11-1/2 miles from town. The Murfreesboro and Bradyville Turnpike had been expanded to twelve miles from Murfreesboro. According to the superintendents of turnpikes, the Milton and Jefferson Turnpike had a "magnificent iron bridge spanning the East Fork of Stones River."⁴³

By the end of 1878, the twelve turnpike companies that were in operation in Rutherford County were making a

⁴³Ibid., pp. 154-155.

conscientious effort to improve their turnpikes. The regional turnpike links were, at this time, not present because of the poor condition of the turnpikes ten to fifteen miles beyond Murfreesboro. Both the turnpikes and public roads of Rutherford County were slowly being improved from their poor condition resulting from the Civil War. The old methods of working on the public roads had been reinstated after a very short experience with a new road district and road commissioner system.

APPENDIX A

ROAD REFERENCES IN THE RUTHERFORD COUNTY
QUARTERLY COURT MINUTES, 1804-1877

All references cited in this appendix, unless otherwise noted, are from Rutherford County, Tennessee, County Court Clerk's Office, County Court Minute Books A through Z and AA through HH. An explanatory key for the abbreviations in the activity column is given at the end of this appendix.

<u>From</u>	<u>To</u>	<u>Activ- ity</u>	<u>Refer- ence (vol/pg)</u>
<u>1804</u>			
Robert Smith	(John) Cummins's Mill	ER	A:3
Forks of Stones River (West Fork)	Nashville (Davidson County line)	OA	A:4
Howell's Mill	Franklin (Williamson County line near Bird Nance's)	OA	A:7
Thomas Rucker's	Black Fox's Camp	VMO	A:7
Jesse Bean's	Ready's Mill; north- east county boundary East Fork, Stones R.	BMO	A:8
William W. Searcy	John Sullins	TR	A:11
Wagon ford on West Fork, Stones River	John Sullins's creek	OA	A:11
John Sullins's creek	Thomas Rucker's	OA	A:11
Cummins's (Cummings) Mill (East Fork, Stones River)	Road from Big Cedar Lick at Wilson County line	VMO	A:12
Howell's Mill	Hurricane Creek ford	VMO	A:12, 24
William Kimbro's	Crosses Hurricane Creek ER at ford; Nashville		A:12, 23

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Thomas Rucker's	Black Fox's Camp (settlement)	OA	A:13
Cripple Creek	First branch above Garrison Rd.; east boundary, East Fork, Stones River	OA	A:15, 24
Howell's Mill	Crossroad at Capt. Owen Edwards	VMO	A:15
Nashville (Davidson Co. line)	Bozel Billingsley's (West Fork, Stones R.)	OA	A:16, 231
Taylor's Old Trace		ER	A:16
Billingsley's	Stewart's Creek	OA	A:16
Stewart's Creek	Wagon ford on West Fork, Stones R.	OA	A:17
Cummins's Road	Howell's Mill; West Fork, Stones R.	ER	A:17
Howell's Mill	Hart's Spring Branch; Hurricane Creek ford	OA	A:23
Cripple Creek	First branch above Garrison Rd.; east boundary on East Fork	OA	A:24
Garrison Road		ER	A:24
Captain Howell's Mill	Crossroad at Capt. Owen Edwards	OA	A:25
James Rucker's branch	Cripple Creek	OA	A:27
McKnight's Settlement	Cripple Creek	ER	A:27
Cummins's Mill	Solomon George's; Wilson Co. line	VMO	A:32
Lancaster's Mill	Wilson Co. line	ER	A:32
Howell's Mill	Williamson Co. line near Bird Nance's	OA	A:37

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
<u>1805</u>			
Cummins's Mill	William Edwards	OA	A:50
William Edwards	Wilson Co. line	OA	A:50
Jefferson	Howell's Mill	VMO	A:55
Squirrel Hill	Robert Hunter's; big shoal on West Fork, Stones R. near Samuel Wilson's	VMO	A:68, 118
John Sullins	Thomas Rucker's	OA	A:69
Jefferson	William P. Anderson; John Sullins	VMO	A:84
Frederick Barfield	Joseph Bowen's	VMO	A:85
Jefferson	Wilson Co. line (road from Lebanon)	VMO	A:90
Jefferson	Joseph Herndon's; William Gilliam's; Howell's Mill	VMO	A:92
Thomas Rucker's	John Price's	OA	A:105
John Price's	Cripple Creek	OA	A:105
Cripple Creek	East boundary, East Fork, Stones R.	OA	A:105
Wilson Co. near James McKnight's	Ready's Mill; James Norman's	VMO	A:106
Granite shoal on West Fork, Stones R. above Samuel Wilson's	Black Fox's Spring	VMO	A:106
Crossroad near Owen Edward's	Williamson Co. line near Peter Young's	VMO	A:112
Peter Young's	Allison's Mill on the Harpeth Lick	ER	A:112
Jefferson	Hurricane Creek at Brooking Burnett's Mill; Davidson Co. line towards Nashville	VMO	A:112

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Frederick Barfield	Howell's Mill or William Bowen's on Stewart's Creek	VMO	A:112
Big shoals near Samuel Wilson's	Overall's Creek; Bowen's ford; Squirrel Hill	VMO	A:118

1806

Frederick Barfield's	Robert Smith; Bowen's ford on Stewart's Creek	RWN	A:129
Davidson Co. line	Gibson Burton's	OA	A:132
Gibson Burton's	Spring on Stewart's Creek on Colonel Weakley's plantation	OA	A:132
Wilson Co. line	Ford on the river	OA	A:135
Ford on Stones R. below Ready's Mill	Cripple Creek	OA	A:135
Cripple Creek	Francis Youree	OA	A:135
Francis Youree	The big hill	OA	A:135
The big hill	James Norman's on West Fork, Stones R.	OA	A:135
Luckett Davis		TR	A:136
Garrison Road 1/2 mi. from Garrison ford	Isaac Wright's Mill; Garrison Road	VMO	A:137
Jefferson	Simon Miller, Jr.'s lands; Indian boundary line on Bushnell's Creek	VMO	A:144
Jefferson	Wilson Co. line towards Gallatin	VMO	A:150
Jefferson	Willson Co. line towards Lebanon	VMO	A:151

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Great Shoals on West Fork, Stones R.	Taylor's Trace; Black Fox's Camp	OA	A:151
Cummins's Mill	Murfree Springs; Sinking Creek; Leadon's corner; McCoy's Mill; Briery Branch above McCoy's; Glade Creek; Bennett Philips's; West Fork, Stones R.	VMO	A:158, 189
Jefferson	Intersect Barfield to Bowen's ford road between Robert Smith and Barfield's; Howell's Mill	VMO	A:159
Frederick Barfield's on W. Fork, Stones R.	Kinnard's ford; James Kinnard on Long Creek; Crooked Creek	VMO	A:164
Ezekiel McCoy's Mill	Intersect road from Barfield's to William Bowen's at Stewart's Creek; Frederick Barfield	VMO	A:164
Bennett Philips (head of West Fork)	Intersect the Barfield to Bowen Road at Robert Smith	VMO	A:165
Big shoal on the West Fork	Robert Hunter; Squirrel Hill	VMO	A:177
Bennett Philips	Robert Smith	OA	A:177
Thomas Rucker's	Through the Barrens by John Henderson; Black Fox's Camp	DR	A:186
Howell's Mill	James Oliphant's; Widow Beven's; Nashville	DR	A:186
Cripple Creek ford near Jesse Bean's	Up East Fork to Robert Thompson's; up E. Fork to Indian boundary at Hugh P. Brawley's	OA	A:187, B:78

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
William Bowen's	Interest the Hart's Spring Branch-Howell's Mill Road; Charles B. Harvey	OA	A:188
Charles B. Harvey	County line near Squirrel Hill	OA	A:189
Cummins's Mill	Bennett Philips	OA	A:189
Jefferson to Howell's Mill Road at Joseph Herndon's	Passing between Joseph Bowman's house and the river; Lewis Anthony's and Samuel Bowman's line; south to intersect the Barfield-Bowen Road between Hugh Robinson's house and the ford at Overall's Creek	VMO	A:189
Frederick Barfield's	County line opposite the head of Crooked Creek	OA	A:190
Jefferson	John Sullins	OA	A:201
Black Fox's Camp	Intersect road from Andrew Oliver's; Indian boundary	OA	A:204
Jefferson	the Wilson County line towards Gallatin	OA	A:216

1807

Jefferson	Up Overall's Creek	OA	A:225
Bozel Billingsley	To the county line	OA	A:231
Simon Miller	Cripple Creek	OA	B:6
Forks of Cripple Creek	Robert Thomson's	OA	B:7
Briery Branch above McCoy's Mill	Glade Creek	OA	B:10
On the Garrison Road one-half mile from the Garrison ford	Isaac Wright's Mill; old Garrison Road	VMO	B:14

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Isaac Wright's Mill	Intersect the Ready Mill VMO to Francis Youree Road; old Garrison Road as far as the Indian boundary	VMO	B:16
Wright's Mill	Cripple Creek ford	OA	B:111
Cripple Creek ford	Indian boundary line	OA	B:111
Jefferson near Hugh Robinson	Samuel Johnson's	OA	B:32
Robert Smith's	Panther Creek	OA	B:45
Captain Jenkins's	A cedar tree marked with powder	OA	B:46
Frederick Barfield	Captain Jenkins	OA	B:45
Cummins's Mill	Drury Vaughn; Cainy [Caney] Fork	TR	B:47, 79
Ready's Mill	James Norman	VMO	B:55, 79
Mouth of Cripple Creek	Up E. Fork of Stones R.	VMO	B:55
River ford below Ready's Mill	Cripple Creek	OA	B:79
Ready's Mill	Francis Berry on the Barren Fork of Duck R.	VMO	B:56
Jefferson	Wilson County line towards Lebanon	VMO	B:81, C:28
William Bowen's	Campbell Tucker's	OA	B:103
William Edwards	Intersect road from Colonel Rucker's to Jefferson; Cummins's Mill	OA	B:105
Colonel Rucker's	Jefferson	ER	B:105
Jefferson	Taylor's Trace	ER	B:72

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
<u>1808</u>			
Cummins's Mill	Colonel Rucker's	OA	B:126
Col. William Loftin's	McCoy's Mill	OA	B:156
Maj. Robert Smith	Opposite Hugh Simpson	OA	B:166
County line	Jesse Wilson's	OA	B:176
The river	O. M. Berry	OA	B:176
Solomon George to Cummins's Mill Road at Hickman's, at county line	Intersect road from Col. Rucker's to Black Fox's Camp at O. M. Benge's	VMO	B:109b
Bennett Philips's Horse Mill	Boundary line	VMO	B:109b
Panther Creek	County line	OA	B:164
James Norman's	The head of Long Creek	VMO	B:111, 159
James Norman's	Robert Miller's	OA	B:154
Robert Miller's	County line	OA	B:154
Road from Franklin at county line	Ben Carr's Mill; to intersect road from Frederick Barfield's to Nashville; Black Fox's Camp	VMO	B:111, 159
Carr's Mill	James Fulk's; east to intersect Nashville Road at Maj. Robert Smith's land	OA	B:159
McCoy's Mill	James Hamilton on the ridge	OA	B:113
Isaac Wright's Mill	Solomon George's	OA	B:119
James Morton's plantation	Southeast to intersect Harpeth River at south end of Luckett Davis's land	VMO	B:123

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Franklin	Cross Stewart's Creek 1/8 mi. below William Howell's Mill; intersect road to Jefferson 1-1/4 mi. north of the mill	TR	B:124
Colonel Rucker's	Francis Youree; foot of ridge where the Garri- son crosses	VMO	B:124
Colonel Rucker's	John Counts; Francis Youree; Bole Hollow	OA	B:154, 155
Garrison Road ford	Isaac Wright's Mill; Garrison Road	VMO	B:124
Jefferson	Frederick Barfield's; intersect Nashville Road which passes Burnett Philip's; the three forks of Duck River	VMO	B:155
Wright's old place	County line	VMO	B:156
John Hoover's	Capt. Peter Grayson's; crossing Barkley's ford; to intersect the Rucker to Jefferson Road	VMO	B:156; C:15, 16
Indian boundary line at Hugh P. Brawley's	Ridge at Hick's old place	VMO	B:156, C:15
Hugh P. Brawley's Mill	Middle of the river; east boundary of the county	OA	C:15
Cummins's Mill	Crossing W. Fork of Stones R. at Bowman's Mill; to intersect Franklin Road between Howell's Mill and Jefferson	VMO	C:2, 44
Colonel James Wilson	James Henderson's plantation; to inter- sect the James Wilson to Duck R. Ridge Road	VMO	C:18

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Jefferson	Intersect the Nashville Road which passes by Bennett Philip toward the Duck River	VMO	C:34
Jefferson at Franklin Road entrance	Maj. Robert Purdy's land; Simon Miller's; Samuel Wilson's shoals; Abner John s; Richard Caswell's plantation; Samuel Campbell; John Flemming's land; Ben Smith's land; with the Nashville to Frederick Barfield road to Barfield's plantation; east crossing a branch below Hance Hamilton's fence; William Smith; to the Nashville to Duck R. by Bennett Philips's; to William Hanly's	VMO	C:34
Cummins's Mill	Sinking Creek; Widow Leadon's; three forks of Duck River	OA	C:41, 42
Rucker's Meeting House	Jefferson	VMO	C:42, 43
West Fork of Stones River at Frederick Barfield's	Pole bridge west of Bennett Smith's plantation	VMO	C:49
Jefferson	Jonathan Hall's (Hale's) field; opposite Henry Goodloe's (Goodlow's); Ready's Mill	VMO	C:46
Up the East Fork of Stones River	To intersect a Warren Co. road; and intersect main Nashville Road two miles above Ready's Mill	VMO	C:43
Cummins's Mill	Major Radford's; Bowman's Mill on W. Fork of Stones R.; to intersect the Jefferson to Howell's Mill Road	OA	C:45

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Philip's Horse Mill	John Smotherman's	OA	C:24
Hurricane Creek ford	Davidson County line	OA	C:24
Hurricane Creek ford	Zach. Shaf (unreadable)	OA	C:24
Cummins's Mill	Philip's Horse Mill	OA	C:27
Frederick Barfield	Intersect the Loftin to McCoy's Mill	OA	C:49
John Sullins's house	Peter Arnold's house	OA	C:66
Peter Arnold's house	A Wilson County road	OA	C:66

1809

William Nash's Mill	Intersect the Jefferson to Burnett's Mill near Davidson County line	VMO	C:71
Main Nashville Road near Ready's Mill	Noah Lilly's	OA	C:73
Noah Lilly's	County line near Moore's Mill	OA	C:73
Francis Youree	Dug Hollow; Duck River Ridge	OA	C:77
Nashville	1/2 mi. north of James Bass's plantation; 1/2 mi. south of James Bass's plantation; Duck River	TR	C:92
Robert Hunter's	Stewart's Creek	VMO	C:94
William Mahon's (dif- ficult to read)	Jesse Featherston's	VMO	C:103
James Norman	Long Creek	VMO	C:138
Lebanon to Franklin Road at Wilson County line	Intersect a road at Davidson County line leading towards Franklin	VMO	C:139, 140

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Robert Bradford's (Wilson County line)	Between James Clemon's and Capt. Goodman's land; Lewis Banton's ford on Stones R.; Davidson County line	VMO	C:172
Jefferson	Intersect the Gallatin to Nash's Mill Road having Alexander McCulloch's to the west	VMO	C:140
William Nash's	County line near Higgins's	VMO	C:140
McCoy's Mill	Jesse Featherston's; Frederick Barfield's	VMO	C:142, 167
West Fork of Stones River crossing near Barfield's Spring	Intersect road from Philips's Horse Mill; Bennett Smith's land; with Smith's road to a pole bridge 1/2 mi. west of his plantation	VMO, DR	C:142
McCoy's Mill	Captain Perry's; John Jetton's; William Maybin's (Mayberry's)	TR	C:153
Captain Laughlin's	Intersect the Nickajack Trace; Bedford Co. line	VMO	C:167
Panther Creek	Crosspath from John Adcock's to William Vincent	OA	C:168
Adcock to Vincent path	County line	OA	C:168
Forks of Stones River	Fall Creek; intersect Gallatin to William Nash Road	OA	C:188
Jefferson	Sullins's lane	OA	C:81
East Fork of Stones River	Simon Miller; Cripple Creek ford	OA	C:99
Hardeman's Mill	Jefferson	OA	C:113

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Wilson's Shoals	Caswell's plantation	OA	C:113
James Norman's house	Robert Miller's house	OA	C:138
William Nash's Mill	Isaac Brooks	OA	C:175
Stewart's Creek	John Brown's	OA	C:193
<u>1810</u>			
Frederick Barfield's	Intersect the McCoy's Mill to William Loftin's Road; Miller's Mill; Hoover's Settlement at the county line	VMO	C:237
Old boundary line	Top of the ridge to intersect a road from Bedford County, to begin at end of road from Black Fox's Camp to James Johnston's	VMO	C:236, 237
Jefferson	Northeast corner of James and Samuel Henderson's plantation; Franklin	TR	C:236
Bennett Philips	Lower end of district	A	C:206
Frederick Barfield's	The McCoy's Mill to William Loftin's Road	OA	C:206
Black Fox's Camp	Ready's Road	OA	C:214
Cummins's Mill	Wilson County line towards Lebanon	OA	C:241
John Coffee	Lebanon Road; the Jefferson to Buckner's Mill Road	OA	C:165, 166
Jefferson	Buckner's Mill	ER	C:165, 166

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
<u>1811</u>			
Francis Youree	Intersect road from Brawley's Mill to William S. Perry on the Nickajack Trace	VMO	E:57
Rock Springs Meeting House	Intersect at road at Williamson County line near David Gooch's	VMO	E:131, 132
Where John Coffee turned the road	Jefferson	VMO	E:131, 132
Owen Edwards's	Previous farm of Samuel C. McNeese; John Edwards's; Williamson County line near Mrs. Hyde's	VMO	E:132, 180
McCoy's Mill	Wright's Mill	VMO	E:132
Bedford County road	Black Fox's Camp; through the plantation of James Bole	OA VMO	E:213 179
Avoid bottom land of Jackson Wharry	Intersect old road at Joshua Barton's spring	VMO	E:179, 180
1/4 mi. south of forks of Stones River	Where John Coffee's new road intersects old road above farm of Walter Keeble	VMO	E:183, 184
William Thomas's	John Elliot's, where it intersects road to Black Fox's Camp	VMO	E:196
John Elliot's	Black Fox's Camp	ER	E:196
James Norman's	Bedford County line near Capt. Richard Wright's	VMO	E:196, 197
Gideon Burton		TR	E:197

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Cripple Creek where main road from Jefferson to Ready's Mill crosses	Black Fox Camp; intersect road from Jefferson to McCoy's Mill	VMO	E:197, 198
Cummins's Mill	Murfree's Spring	OA	E:202
General Dickson's	Mayberry's; Sinking Creek	ER	E:202
Frederick Barfield	Widow Caswell's (Richard)	OA	E:3
John Barkley	Charles Ready	OA	E:8
Brawley's Mill	Robert Carson's house	OA	E:56
Robert Carson's house	County line	OA	E:56
West of Simpson's old place	Panther Creek	OA	E:84
Spring Creek at William Nash's	Cornelius Saunders's (Sanders's)	OA	E:122
Cornelius Saunders's	Part allotted to Lewis Banton	OA	E:123
Barfield's	McCoy's Mill	OA	E:130
Barfield's house	McCoy's Mill to William Loftin's Road	OA	E:165
Nimrod Jenkins	James Bass	OA	E:167
Jefferson	Peter Arnold's	OA	E:167
Francis Youree's	James Garner's knob	OA	E:179
Abbott's Mill	County line	OA	E:179
Black Fox's Camp	Crossroads below Murfree's Spring	OA	E:197

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
<u>1812</u>			
Peter Arnold's	Forks below Thomas Rucker's	OA	E:223
Joseph McKnight's on Lebanon Road	Brawley's Mill on Lebanon Road	OA	E:226
Ready's Mill	Brawley's Mill	OA	E:256
North bank of Falling Creek	Wilson County line	OA	E:256
Col. Thomas Rucker	Joseph Dickson; Murfree's (Murphey's) Spring	TR	F:40
Colonel Rucker's	1/2 mi. northwest of John Lytle's plantation; 1/2 mi. southeast of John Lytle's plantation; McCoy's Mill	TR	F:2
Bradley's Mill	River at Joshua Neely's; Bark Camp	OA	E:223
Joseph Knox		TR	E:230
Alexander McKean's	Bedford County line to meet a road from Shelbyville	VMO	E:241
John Brown's house	Ford on Hurricane Creek	OA	F:3
Glade near Stephen White's field	Hoover's Mill; Nashville	OA	F:18
Cripple Creek ford	Branch above Major McEwen's	OA	F:18
Branch above Major McEwen's	Charles Ready's Mill	OA	F:18
Spring Creek at William Nash's	Cornelius Saunders's	OA	F:59
Widow Loftin's	McCoy's Mill	OA	F:77

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Hoover's Mill	County line	OA	F:80
Cripple Creek	Robert Thompson's	OA	F:84
West Fork of Stones River	Burnett's Mill; Stewart's Creek	OA	F:117
A willow tree	Intersect a road at Bedford County line	OA	F:119
Miller's Mill	McCoy's Mill; William Loftin's; cedar glades near White's field	OA	F:153
Robert Smith, Sr.	Philips's Horse Mill	OA	F:153
John Brown's house	Ford on Hurricane Creek	OA	F:198

1813

Murfreesborough	James Rucker's Mill on E. Fork Stones R.; to intersect Caney Fork Road so as to meet a road from Lebanon to Murfreesborough	VMO	F:211
Murfreesborough	Franklin (Williamson County line)	VMO	F:211
North end of Thompson's Street in Murfreesborough	Ford on Lytle's Creek below Lytle's Mill; first ford above John Thompson's plantation on the West Fork; Armstrong's Branch at dividing line between James and John Henderson; Overall's Creek at Cummins's ford; Ingram Blank's line; John Covington's; James Billespie's, Williamson County line	OA	F:211
Murfreesborough	Bedford County line (Shelbyville)	VAR SR	F:212 F:277

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Frederick Barfield's	Murfreesborough	VMO	F:222
Murfreesborough	Andrew Miller's; Thomas B. Smith's; strike the dividing line between Sarah Rutledge's and Robert H. Dyer's land where road crosses Stones River; to intersect the road from Barfield's to McCoy's Mill	VMO SR	F:225 F:254
Robert Smith's lane where Frank Road intersects the Nashville Road	Caswell's Shoals; Murfreesborough	VMO	F:235
Murfreesborough	William Estin's on main Caney Fork Road	VMO DR	F:236 F:308
Murfreesborough	McMinnville	VMO	F:236
Murfreesborough	Intersect road that runs through Hoover's Gap to Huntsville	VMO	F:242
Murfreesborough	James Rucker's Mill; Bushnell's Creek (Bushman's Creek); to intersect the Caney Fork Road	OA	F:251, 252
Cripple Creek	Rucker's Mill Road; John Henry's; Wolf Hill; Murfreesborough	OA	F:252
Wolf Hill	Cripple Creek	OA	F:252, 523
Murfreesborough	Intersect Nashville Road near James Bass's	VMO DR	F:254 F:308
Murfreesborough	Sarah Leddon's (Rutledge); McCoy's Mill; Widow Loftin's; gap in ridge near Henry Goodman's; Capt. McCain's	OA	F:287

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Williamson County line	Intersect Nashville Road at Robert Smith's lane	OA	F:289
Murfreesborough	Intersect road from Murfreesboro through Hoover's Gap	VMO	F:300, 301
Jefferson	William Searcy's south boundary line parallel with a brick house; Colonel Rucker's	TR	G:18, 19
(Jefferson)	Murfreesborough	VMO	G:19
Widow Loftin's	Up Long Creek to its headwaters; intersect the road at the top of Duck River Ridge	VMO	G:24
West Fork of Stones River at Jefferson ford	Stewart's Creek; John Wallace	OA	F:240
Murfreesborough	Samuel Campbell's	OA	F:241
North bank of Falling Creek	Wilson County line	OA	F:241
Anthony Kinnard		TR	F:251
Samuel Campbell's	Window Caswell's	DR	F:253
Thomas Rucker	Crossroad towards Murfreesborough	OA	F:274
Wilson Shoals	Murfreesborough	OA	F:288
Braxton Marable's Spring	Jefferson	OA	F:288
Murfreesborough	James Rucker's Mill; Wilson County line	OA	F:289
Panther Creek	Crosspath between Adcock's and William Vincent	OA	F:293

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
James Alexander's	Charles McClain's Horse Mill	OA	F:297
Jefferson	Peter Arnold's old fence	OA	F:327
Murfreesborough	Black Fox's Camp Spring	OA	G:6
Black Fox's Camp Spring	Road from James Norman's to Ready's Mill	OA	G:6
Crossroads of James Norman's to Ready's Mill Road and road from Black Fox's Camp Spring	Big Creek (Cedar Creek); intersect road through Hoover's Gap	OA	G:6, 7
Stephen White's glade near his field	Hoover's Mill; Nashville	OA	G:16

1814

North of Isham Cherry's Saw Mill	Intersect road near county line	VMO	G:57
East bank of the ford on Stewart's Creek	John Wallace's house and directly through his plantation	VMO	G:64
Widow Loftin's	Up Long Creek to its headwaters	CR	G:65
Robert Smith, Sr.	Williamson County to meet a road from Columbia	VMO	G:77
Williamson County line	Knobs near Archibald Jaratt's	OA	G:117, 118
Knobs near Archibald Jaratt's	Robert Smith's land	OA	G:117, 118
Murfreesborough	Bushnell's Creek; Samuel Rucker's Mill	OA	G:125
McCoy's Mill to Lodwick Moore Road at the crossroad	Nashville Road near Isaiah Webb's	VMO CR	G:126 G:199, 200

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Where the main Nashville Road crosses Cripple Creek	Henry Goodloe's	VMO DR	G:134 G:200
Murfreesborough	Widow Morton's; intersect the Franklin Road	VMO	G:139
Widow Morton's on the Franklin Road	Millington Smith's; John Anthony's; James Bass's; Dickinson's Mill on the West Fork; running on Lytle's and Dickinson's line to the Nashville Road; Murfreesborough	JVR	G:249
Murfreesborough	County line towards McMinnville	VMO	G:140
Wilson County line near George Adam's house	Intersect a road at John Elliot's	VMO	G:154, 155
Widow Morton's	Intersect a road leading by Gray's Mill to Nashville	VMO	G:207
Williamson County line	Intersect the new road from Columbia between John Clark's and William Lamb's; intersect the road from Murfreesboro to Shelbyville at Hamilton's	VMO	G:221
Wilson County line at William Gibson's on the Caney Fork Road	Bradley Creek; Murfreesborough	VMO OA	G:224 G:224
Frederick Barfield's	Intersect the McCoy's Mill to Ledwick Moore's (Lodwick Moore)	VMO	G:227
McCoy's Mill	Lodwick Moore; crossing West Fork at or near Kinnard's Mill; intersect Nashville Road near Isaiah Webb's	DR	G:227
Widow Morton's	Stewart's Creek	OA	G:249

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Stewart's Creek	James Bass	OA	G:249
James Bass	The cherry tree on Howard's line	OA	G:250
The Cherry tree on Howard's line	Murfreesborough	OA	G:250
Wilson's Shoals	The falls of Overall's Creek or Caswell's Creek	A, OA	G:258
Joseph Knox's line	Thomas Knox	VMO	G:269, 270
Francis Youree	The old garrison so as to cut the road through the plantation of James Bowle (Bole)	VMO CR	G:270 H:15
Captain Bowen's	James M. Bass	OA	G:47, H:87
Captain Bowen's	Overall's Creek	OA	G:53
Murfreesborough	Ingram Blank's land; Williamson County line towards Franklin	OA	G:53
Murfreesborough	Samuel Campbell; Frederick Barfield	OA	G:62
George Adkins on Wilson County line	Intersect road at John Elliot's	OA	G:64
Gap in ridge near George Goodman's	The ridge	OA	G:64
Isaiah Ross's lands	Warren County line	DR	G:72
McCoy's Mill	Widow Loftin's	OA	G:86
Fork in road near Robert Smith	Where Thomas Nash is the road overseer	OA	G:88
Frederick Barfield's	Intersect the McCoy's Mill to Widow Loftin's Road	OA	G:106

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Crossroads	Intersect Nashville Road at Frederick Barfield's	DR	G:126
Widow Loftin	Head of Long Creek	OA	G:128
West of Simpson's old place	Panther Creek	OA	G:129
Thomas Rucker's	Crossroads towards Murfreesborough	OA	G:129
Murfreesborough	Corner of Robert Jetton's field	OA	G:135
Howell's Mill	Intersect Taylor's Trace; Jefferson	OA	G:140
Robert Smith, Sr.'s lane	Caswell's Shoals	OA	G:179
Caswell's Shoals	Murfreesborough	OA	G:179
Williamson County line	Intersect road at Robert Smith's land	OA	G:194
Peter Arnold's	Forks in road a short distance below Thomas Rucker's	OA	G:194
Robert Jetton's	McCoy's Mill	OA	G:208
Charles Ready's Mill	Cripple Creek	OA	G:232
Cripple Creek	Renshaw's Road	OA	G:232
Black Fox's Camp	Murfreesborough	OA	G:271
Davidson County line	Rock Springs	OA	G:274
Rock Springs	Widow Morton's	OA	G:274
Big Creek	Indian camp on Cedar Creek	OA	G:275
Frederick Barfield's	Road from McCoy's Mill to Widow Loftin's	OA	G:258

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
<u>1815</u>			
Cripple Creek ford	Branch above Major McEwen's	OA	H:14
Murfreesborough	Bushnell's Creek (Bushman's Creek)	OA	H:38
Howell's Mill	Bowman's Creek	OA	H:41
Barfield's	Panther Creek	OA	H:76
Noah Lilly's	Warren County line	OA	H:85
Murfreesborough	West Fork of Stones R.	OA	H:131
West Fork of Stones R.	Armstrong's Branch	OA	H:131
Owen Edwards	Williamson County line	DR	H:138
Francis Youree	For three miles	OA	H:147
West Fork of Stones River	Stewart's Creek at Col. Weakley's Spring	OA	H:172
Fork in road near William Bowen's	Campbell Tucker's	OA	H:187
Gable's old place	Cripple Creek	OA	H:198
West Fork of Stones River at Wilson's Shoals	Leaving present road at George Douglass's lane; running between John Wade and William Wade; intersect the other road at nearest route to Jefferson	VMO	H:86, 186
Northeast corner of Murfreesborough on dividing line between James Maney and Mathias B. Murfree	Ready's Mill	VMO	H:87

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Running with dividing line between James Maney and Mathias B. Murfree	Murfree's northeast corner; Widow Lark's; Double Springs; W. Gable's former residence; leaving Gable's house on the right; Big Sink Spring on the left; Pyboss's; where Renshaw's and Ready's roads come together; on Ready's Road to intersect the old road from Ready's Mill to Jefferson	OA	H:151, 152
Wilson's Shoals	Passing between Capt. Johns's house and the river; up river to the beginning of David Dickinson's lane; through Dickinson's land; Capt. William Lytle's land; Murfreesborough	VMO	H:86, 87
McCoy's Mill	Eldridge Loftin; Widow Loftin	TR	H:149
Corner of Captain Johns's fence on Nashville Road	Point on David Dickinson's plantation; through Dickinson's land; to corner of Captain Lytle's field; the north end of Thompson's Street	JVR	H:188, 189
Old road from the shoals	Murfreesborough	A	H:193
McCoy's Mill	Intersect road from Stones River to Frances Youree's	VMO CR	H:221 I:115
Cannon Street in Murfreesborough	Direct course to intersect road to Readyville	VMO CR	I:27 I:351
Nimrod Minifee's house	Constant Hardeman's Mill	VMO OA, CR	I:27,28 I:160

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Nash's Mill	Murfreesborough	VMO	I:35
Murfreesborough	Samuel Campbell's; Frederick Barfield's	OA	I:13
Murfreesborough	Campbell Tucker's old place; to the top of ridge between Campbell Tucker's old place and John Tucker's	OA	I:13
Beginning of John Fugatt's	Duck River Ridge	OA	I:24
William Nash's	Stones River; Davidson County line near Higgins's	OA	I:27
Robert Bradford		TR	I:34
Road leading out of Harpeth Lick Road near Owen Edwards	Humphery Baker's; John Edwards	DR	I:35
Frederick Barfield	Nimrod Jenkins	OA	I:90
<u>1816</u>			
Head of Long Creek at Bedford County line	Southeast corner of Overton's field; the Nashville Road; center of Long Creek; Henry McCoy's house; Murfreesborough	VMO OA	I:107 I:227, 228
James Jones's house where road from McMinnville ends	River at James Watson's; Williamson County line near John Clark's	JVR, OA	I:114
John Kimbro's lands	A. M. Degraffinread's rafting grounds	JVR	I:115
Lebanon Road at Brawley's Mill	William Binem's house; Dug Hollow to intersect Shelbyville Road	VMO CR, OA	I:116 I:231
Jefferson	Low water mark on West Fork of Stones River	A	I:138

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
John Miller's house		A	I:346, 347
Lebanon (Wilson County line) near Bradley's Creek	Lower end of John Weather's lane; Ready's Mill	VMO	K:65
Glade near Stephen White's field	Hoover's Mill; Nashville	OA	I:98
Wilson's Shoals	Bryan McCulloch (McCulloch)	DR	I:117
McCoy's Mill	Widow Loftin's	OA	I:186
Wilson County's new line	Wilson County's old line near David Key's	OA	I:209
William Edwards	Wilson County line	OA	I:215
Bowman's Mill	Abbott's Mill	OA	I:226
Cornelius Saunders	Ford of Spring Creek near Captain Nash's	OA	I:226
Widow Goodman's	County line	OA	I:228
Murfreesborough	Forks of Stones River	OA	I:231
West Fork of Stones R.	Armstrong's Branch	OA	I:231
Indian camp	Intersect road leading from Frederick Barfield's	OA	I:242
Big Creek	Indian camp	OA	I:242
Murfreesborough	Road from Degarrett's to Mayberry's old place	OA	I:262
Gable's old place	Cripple Creek	OA	I:301
Joseph McKnight's	Brawley's Mill	OA	I:314
James Gillespie's	Williamson County line	OA	I:329
Forks in road near Murfree's Spring	Southeast corner of Col. Robert Jetton's fence	OA	I:330

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
William Wallace	Murfreesborough	OA	I:331
Caswell's Shoals	Murfreesborough	OA	I:332
Hurricane Creek	Davidson County line	OA	I:353
Murfreesborough	Beginning at the eighteen mile tree; John Fuller's; Nashville	OA	I:364
Wilson's Shoals	Ford on Overall's Creek	OA	I:366
West Fork of Stones R.	Thomas Nash's	OA	K:25
Thomas Nash	John Clark on the Williamson County line	OA	K:26
Peter Arnold's former home	West Fork of Stones River	OA	K:47
Francis Youree's	Three miles toward the old garrison	OA	K:60
Banton's ferry	Davidson County line toward Franklin	OA	K:72
Davidson County line where Godfrey Shelton formerly lived	John Fuller's	OA	K:85

1817

Stones River at Major Abbott's	Wilson County line toward Lebanon	OA	K:126
Warren County line	Noah Lilly's	OA	K:147
Caswell's Shoals near Benjamin McCulloch's	Intersect road leading toward Shelbyville from Murfreesborough	OA	K:167
Howard's line	Intersect road leading to Wilson's Shoals	OA	K:168
John Stockard's	Hurricane Creek	OA	K:177
Murfreesborough eastward		OAR	K:202

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Nelson's Mill	Base of John Edwards's road; a little above James Gillespie's; Harpeth Lick	TR	K:166
Nelson's Mill	Owen Edwards's; county line	OA CR	K:166 K:288
Nimrod Minifee's	Not more than 40 rods on Matthew McClanahan's land; Hardeman's Mill	TR	K:199
Crosthwait's Mill on the Stage Road	Where road crosses West Fork of Stones River; near junction of East and West Forks; West Fork of Stones River on road leading to Bowman's Mill	VMO	L:80
John Elliot's old place	Crossing East Fork of Stones River at or near mouth of Cripple Creek; Wilson County line near Capt. David Key's	VMO	L:159
Banton's ferry	Intersect road from Murfreesborough to Hardeman's Mill	VMO	L:159, 160
Cripple Creek ford where the road to Readyville crosses it	Wright's Mill; intersect road near Robert Rodgers's; Readyville	VMO	L:165, 166
Franklin	Dividing line between lands of Elizabeth Furgerson and Thomas Nelson; Jefferson	TR	L:167
Reading Blount's northeast corner of his tract of land	Turning the road with Blount's line to intersect old road at corner of James Rucker's fence	TR	L:169
Head of Long Creek	Center of Long Creek; Henry Norman's house; Murfreesborough	OA	K:255

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Murfreesborough	Readyville	GJP	K:268
River at Hoover's Mill	Bedford County line	OA	K:289
Lebanon (Wilson County line)	North end of Capt. William Doran's land; creek at David McKnight's still house; river below Ready's Mill	OA	L:60
Noah Lilly's	Warren County line	OA	L:67
Mile post east of Murfreesborough	William Simpson's old store on Readyville Road	OA	L:75
Cripple Creek	Fork of road where it intersects old road from Jefferson to Readyville	OA	L:75, 76
House where James Alexander lived	McLean's Horse Mill	OA	L:78
County line	Dawson Adcock's	OA	L:78
Nimrod Jenkins	James Bass	OA	L:79
Ready's Mill	Brawley's Mill	OR	L:85
Frederick Barfield's	Intersect road from McCoy's Mill to Wilson County line	OA	L:125
Widow Goodman's	County line	OA	L:158

1818

The Rutherford County Quarterly Court Minute Book M was not located in research for this thesis.

1819

Nashville to Shelbyville Road	Turned to run with Murfreesborough Road until it meets with	VMO, TR CR	N:17,18 N:117
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APPENDIX

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
	west end of Anderson Searcy's land; south to intersect road from Jefferson to Franklin		
Readyville	Northwest end of VMO, Anderson McLean's land; TR N:17,18 intersect readyville to CR N:118 Lebanon Road between John Carter's still house and 1/2 mi. north of the still house		
Murfreesborough	Major Robert Smith's; VMO N:18 intersect road from the CR N:206 fishing ford on Duck R. to Pulaski at county line near W. Trail's; Burns's Horse Mill; intersect the Columbia Road; Columbia		
Shelbyville (Bedford County line)	Leave old road near TR N:71 Lemuel Reed's Black- smith Shop; intersect old road to Nashville about 1/4 mi. towards Nashville		
Murfreesborough	Towards Shelbyville CR N:103 near Col. Daniel Marshall's; intersect present Shelbyville Road at or near Lodwick Moore's		
William H. Smith	Boiling Fisher's Mill CR N:117 on W. Fork Stones R.		
William H. Smith	On Shelbyville Road to CR N:117 corner of William Bar- JVAD O:87, field's fence; crossing 150 Henry Thompson's Spring Run below his plantation		
Murfreesborough	Matthew McClanahan's VMO, deer park; Harding's TR N:218 Mill		

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Boiling (Boling) Fisher's Mill on West Fork of Stones River	Intersect Shelbyville Road towards Mur- freesborough	VMO JVR	N:231 O:11
Shelbyville Road running by Henry D. Thompson's		TR	N:231
Goodin's point on Brawley's Fork of Stones River	Intersect new road from Murfreesborough on the stone fort at plantation of Benton L. McFerron	VMO	N:242, 243
Road from Colonel Rucker's to Jefferson near Colonel Burrus's field	Cross Stones River at Bible's Mill (Keeble's Mill); intersect road cut out in Wilson County at county line	VMO CR	O:9,10 O:98
Jefferson	Straight direction through plantation of Luckett Davis; Franklin	VMO	O:12
West end of Main Street in Murfreesborough	Through plantation of Capt. William Lytle's; to where Franklin Road crosses West Fork of Stones River	VMO	O-86, 179,180, 231,324 P:6,7,8, 9,194
Murphy's land	Intersect road at Rankin's lane	VMO	N:247

1820

Hardeman's Mill	Davidson County line	VMO	O:204
Rutherford County line where road cut from Gallatin ends	Towards Murfreesborough so as to cross East Fork of Stones River at Keeble's Mill	VMO	O:212

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
End of street leading south by Jonathan Currin's in Murfreesborough	Through range of lots sold by Isaac Hillard; intersect road to Telford's Mill at ford of creek	VMO CR	O:322 P:104
Nicholas Telford's Mill	Up the Dry Fork; intersect road at or near Williams's Mill	VMO	O:323
Jefferson	Hardeman's Mill; intersect road in Williamson County near David Goodus	VMO, TR	P:102
Gen. Robert Purdy	Walter Lowe's; James Moore's; up ridge along Jacob's Wagon Road; intersect old Garrison Road; with Garrison Road to Bedford County line	VMO	P:105
Maj. Robert Smith's	Williamson County line to intersect Columbia Road	VMO	P:106
Old Shelbyville Road at old M. (W.) Montgomery's	Intersect old Shelbyville Road again at Miller's; Henry Norman's Mill	VMO CR	P:122, 516 P:556

1821

West end of Main Street in Murfreesborough	Through plantation of Capt. William Lytle; to where Franklin road crosses West Fork of Stones River	VMO	P:194
Wilson County line above and near Edward Donoho's	Rev. Jesse Alexander; William Doran's	VMO	P:517
Murfreesborough	Dr. James Maney's	VMO	P:539

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
William Doran's lane	North passing Jesse Alexander on the west; Horatio G. Alexander's to east of road; intersect the old road from Readyville to Lebanon at Robert McKorkle's and Stephen Roach's	VMO	P:583
Lebanon Road just before it reaches Milton	Passing through Milton; intersect road near John Overall's leading to Murfreesborough	VMO	P:588
Andrew W. Caib's (McCaib's)	Black Fox's Camp	VMO	Q:14

1822

Murfreesborough	Crossing Stones River at or near Dickinson's Mill; crossing Overall's Creek between John Smith's and Isaac Overall; crossing Stewart's Creek at Nelson's Mill; Davidson County line towards Nashville	VMO	Q:235, 236
Murfreesborough	Intersect new road from Colonel Jetton's to Murfreesborough so as to leave Mathias B. Murfree on the south side of road; Black Fox's Camp	VMO	Q:238
Bedford County line	Intersect part of Meridian Road which is already cut out of the West Fork of Stones River at B. Coleman's	VMO	R:16

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
End of Castle Street in Murfreesborough	Northeast corner of M. B. Muffree's new garden; straight line to where the Shelby- ville Road meets the Manchester Road	VMO	R:32
<u>1823</u>			
Murfreesborough	Running with the line of Dr. Maney's and M. B. Murfree's land; northeast corner of B. Smith's lot; John Henry's	VMO	R:163
Henry McCoy's house	Run between the widow Norman's and Thomas Y. Blood's; Norman's Mill; end of John Fletcher's lane; intersect the Murfreesborough Road near Barfield's meeting house	VMO CR	R:170 S:14
Fletcher's lane	Charles Anderson's shop	DR	R:170 S:14
Murfreesborough	Wilson County line, a direct way to Statesville	VMO	F:171, 389
Corner of Captain Lytle's fence	Running on the left side of David Dickin- son's and Johns's plantation; Wilson's Shoals	VMO CR	R:308 R:326
Corner of Captain Lytle's fence	Through Dickinson's plantation; Wilson's Shoals	DR	R:326
Anthony's Mill on Stewart's Creek	Intersect road leading through Bass's land to Murfreesborough	VMO	R:361
Bowman's Mill on West Fork of Stones River	Abbott's Mill on East Fork of Stones River	VMO	R:364

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Bowman's Mill on West Fork of Stones River	Main stage road from Murfreesborough to Jefferson; to the beginning of Gallatin Road; new road opened on line between the lands of John Edwards and Samuel P. Black; intersect Lebanon Road near Providence Meeting House; Abbott's Mill	JVR	S:75
Daniel Nelson's Mill	Constant Hardeman's Mill	VMO	S:131
Murfreesborough	Gallatin	OA	S:3
Murfreesborough	Telford's Mill	OA	S:7

1824

Readyville	South of John Weather-spoon's so as to run on right or north side of his plantation; John Hanes; William Doran's; Capt. John McKnight's	VMO	S:223
(Abner) Johns's Shoals	Intersect road from Nashville to Murfreesborough by way of John Smith's and James Bass's	VMO	S:226
Old road from Murfreesborough to Shelbyville at John Stephenson's on Long Creek	Intersect old road from Murfreesborough to Shelbyville again at or near southeast corner of Overton's field, so as to avoid a very rocky knob on the old road	VMO, TR	S:230
Road from Bowman's Mill to Nelson's Mill on Stewart's Creek	Turned from where it crosses the Nashville Road and along the Nashville Road; to where Shelbyville Road leaves	TR	S:281

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
	it; with the Shelby- ville Road to road from Bowman's Mill to Nelson's Mill		
Murfreesborough	Through Dr. James Maney's land; Franklin	VMO	T:11
David McKnight's land	Intersect the Lebanon Road at David McKnight's house; . Jacob Wright's house; crossing the river; Thompson Wright's; Nashville Road	VMO	T:44
M. McClanahan's plantation	126 feet difference in a road 3/4 mi. long	TR	T:99
Columbia and Pulaski Road at county line	Mrs. Smith's	JVR	T:100
Milton	Intersect old Nashville Road near Henry Good- loe's (Goodlow's)	VMO	T:100
Bedford County line where road from Bed- ford County to McMinnville stopped; about one mile west of McLean's Horse Mill	Intersect road near Stephen White's; McMinnville	VMO	T:100
Main stage route between Murfrees- borough and Nashville		BB	S:185
John Smith's Mill on Overall's Creek	Stewart's Creek	OA	S:225
Constant Hardeman's house and through his plantation	corner of Matthew McClanahan's fence; follow old road to William Bowman's	OA	S:225
Hardeman's Mill	Intersect old road from Jefferson to Nashville at Mr. Fawcett's	OA	S:225

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
<u>1825</u>			
Middle Fork, Stones R. where road from B. L. McFerron's to McMinn- ville crosses near George Leigh's Mill	Up Middle Fork of Stones River to Warren County line	VMO	T:175
Best location between Alexander Lackey's and Black Fox's Camp	Intersect old Garrison Road between Widow Youree and Capt. Nathan Lyon's	VMO	T:287, 288
Wilson's Shoals	Benjamin Clayton; William Hubbard; Burrus's Meeting House, commonly called Asbury Meeting House	VMO	T:359
Tucker's Blacksmith Shop	Stroud's on top of the hill	JVR	T:361
Norman's bridge on West Fork, Stones R.	Long Creek	VMO	T:366
Norman's bridge on West Fork, Stones R.	Through lane of Pritchett Alexander and by his house; Thomas Y. Blood's; Long Creek	JVR, OA	T:409
Top of ridge near John Reeves	David Hall's; Andrew Carnahan's; John Con- ley's; intersect stage road at John Earwood's	VMO CR, OA	T:366 V:17
Wilson's Shoals	Mrs. Jones	OAR	T:104, 105
Bridge at Jefferson across Stones River		RB	T:360
<u>1826</u>			
Constant Hardeman's Mill	Intersect road from Nashville to Mur- freesborough near Wilson's Shoals	VMO	V:18

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Shelbyville to Nashville Road at west end of lane between Hicks Ellis and William Pope	Run the road between William Pope and John P. James; William Atkinson's cotton gin; with Gin Road to intersect Nashville Road at east end of Anderson Searcy's field	VMO	V:18
Upper corner of Capt. William Powell's fence	William Chrisp's; through land of heirs of Daniel Parker; Burrus's Meeting House formerly called Asbury Meeting House	VMO	V:17, 18
Shelbyville to Nashville Road at Peyton Smith's land		JVR	V:17
McCulloch's Mill	Barfield's old place	OA	V:113

1827

No road locations were reported in the Rutherford County Quarterly Court Minute Book for the year 1927.

1828

A bridge on Overall's Creek at Warren's Mill

BB V:427

1829

A bridge at Dickinson's Mill was repaired with iron

RB W:136

Bridge at Dickinson's Mill

RB W:136

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
<u>1830</u>			
Bridge across East Fork of Stones River at Abbott's Mill		CB	W:187
Dry Fork of Bradley's Creek	Adam Simmons's	OA	W:236
Nashville Road at David M. Jarratt's		VMO, TR	W:236
<u>1831</u>			
No road locations were reported in the Rutherford County Quarterly Minute Book for the year 1831.			
<u>1832</u>			
Bridge across Stones River at Henry Trott's Mill on road from Murfreesborough to Cainsville in Wilson County		ABB	X:256, 257
Bridge across Stewart's Creek at Maj. John Nelson's		BB	X:432
Bridge across Stones River at Henry Trott's Mill		BB	X:435, 436
<u>1833</u>			
Extend Main Street in Murfreesborough from the Public Square	West through jail lot to meet turnpike at corner of Varner D. Cowan's lot near his house	AR	X:485, 486
Bridge across Stones River at Maj. Samuel Bowman's Mill		BB	X:484

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Bridge across West Fork of Stones River at or near McCulloch's Mill		BB	X:484, 485
Bridge across Middle Fork of Stones River at Norman's Mill		BB	X:485

1834

Bridge across East Fork of Stones River at Trott's Mill		BB	Y:124, 125, 196
Bridge across Spring Creek near William Sneed's		BB	Y:125
Bridge across Cripple Creek		RB	Y:160
Bridge across Stones River at McCulloch's Mill		BA	Y:225

1835

Trott's Mill and bridge over Stones River	James Vaughan's house on north side of East Fork of Stones River	VMO	Y:349
Bridge across Stones River at Jefferson		RB	Y:264, 265
Bridge across East Fork of Stones River at Pierce's Mill on road from Murfreesborough to Lebanon		RB	Y:292
Bridge at Thompson Wright's Mill		BB	Y:294

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
	<u>1836</u>		
Bridge across East Fork of Stones River at Jefferson		BB	Z:16
<u>1837, 1838, 1839</u>			
No road locations were reported in the Rutherford County Quarterly Court Minute Books for the years 1837, 1838, and 1839.			
<u>1840</u>			
Bridge across Stones River at Brown's Mill		RB	Z:180
<u>1841</u>			
No road locations were reported in the Rutherford County Quarterly Court Minute Book for the year 1841.			
<u>1842</u>			
Bridge at Colonel Norman's		BB	Z:267
<u>1843</u>			
Henry's Mill	The turnpike	OA	Z:385
Fosterville	Middleton	OA	Z:385
Bridge across West Fork of Stones River at Nichol's Mill		RB	Z:385
<u>1844</u>			
Franklin Road from Armstrong's Branch	East to W. M. Vaulx's eastern boundary	DB	Z:407, 408

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Nolensville Road from Hiram Jenkins's western boundary	Fayette Burrus's western boundary	DB	Z:407, 408
Old Nashville Road from Fayette Burrus's western boundary	Elliot's lane	DB	Z:407, 408
Windrow's campground	Harpeth bridge	DB	Z:408
<u>1845</u>			
White's Mill	Widow Hogg's	OA	Z:525
<u>1846</u>			
Bridge at Ledbetter's Mill		RB	Z:566
<u>1847</u>			
Bridge at Brown's Mill		RB	Z:630
<u>1848</u>			
Bridge across Stones River at Colonel Norman's		RB	AA:37
Bridge across Stones River at Dr. G. S. Purus		RB	AA:37
Bridge on Franklin Road across Overall's Creek		RB	AA:37
Bridge on Franklin Road across Stones River		RB	AA:37
Bridge at Brown's Mill		RB	AA:38

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Bridge at Brown's Mill across East Fork of Stones River		BB or RB CB RB	AA:59 AA:100, 360 AA:154
	<u>1849</u>		
Two bridges on road from Jefferson to Philipi Meeting House		RB	AA:159
Bridge across Cripple Creek near Jarratt Lock's		RB	AA:132
	<u>1850</u>		
Bridge across Stewart's Creek above Isham Peeble's bridge		RB	AA:266, 270
Bridge at Ledbetter's Mill across West Fork of Stones River		RB	AA:191
Bridge at Neal's Mill		RB	AA:191
Bridge at Norman's Mill		RB	AA:191
Bridge across East Fork of Stones River at Pierce's Mill		BB	AA:241
Bridge at Brown's Mill		RB	AA:241
Bridge at Lewis Garner's on East Fork of West Fork of Stones River		BB	AA:241
Bridge at Isham Peeble's on Stewart's Creek		RB	AA:241
Bridge across West Fork of Stones River below Dickinson's Mill		RB	AA:264

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Bethel Meeting House to Nashville Turnpike beginning at end of lane between R. and H. Wade, and Polly Wade	Move road near river to corner of W. W. Ross's fence which is south and southeast of the lane	VMO, TR	AA:231
Old Jefferson Road from Stewart's Creek	Jefferson	OA	AA:247
The Chicken Road		OA	AA:247
<u>1851</u>			
Bridge at Wright's Mill		BB	AA:288, 358
Bridge at Norman's Mill		BB	AA:356
<u>1852</u>			
Windrow's Store	Big Harpeth bridge	DB	BB:46,47
Bridge across Rocky Fork of Stewart's Creek on Harpeth Lick Road between Benjamin Batey's and Leonard Davis		BB	BB:21
<u>1853</u>			
Bridge across West Fork of Stones River below Henry's Mill on Salem Turnpike		BB	BB:225
<u>1854</u>			
Bridge across East Fork of Stones River on Lebanon and Murfreesborough Turn- pike at Pierce's Mill near Black's Shop		DB	BB:335

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
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1855

No road locations were reported in the Rutherford County Quarterly Court Minute Book for the year 1855.

1856

Bridge across West Fork of Stones River on road from Murfreesborough to Franklin	RB	CC:120
Lebanon and Murfreesborough Turnpike	DB	CC:121

1857

Bridge across Overall's Creek	BB	CC:169
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1858

Bridge across Stones River on road from Murfreesborough to Franklin	RB	CC:433	
Bridge across Middle Fork of Stones River on road from Prater's Mill to White's Store, near Lewis Garner's	RB	CC:431	
Double Springs	Y. B. Miles; Moore's Mill	GB	CC:583

1859

No road locations were reported in the Rutherford County Quarterly Court Minute Book for the year 1859.

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
<u>1860</u>			
Bridge across Stewart's Creek at or near J. R. Peeble's on road from Murfreesborough to Franklin		RB	DD:201
Fosterville	Liberty	GB	DD:202
Bridge across Overall's Creek at or near E. N. Dickson's		RB	DD:308
Bridge at Norman's Mill		RB	DD:308
Bridge across East Fork of Stones River at Hall's Mill		RB	DD:292, 502
<u>1861-1865</u>			
No road locations were reported in the Rutherford County Quarterly Court Minute Books for the years 1861, 1862, 1863, 1864, and 1865.			
<u>1866</u>			
Eagleville and Versailles Dirt Road from lane south of Mrs. Mary A. Ralston's	Lane between N. Jackson VMO and A. M. Hutson; south to the original road	EE:84	
<u>1867</u>			
Salem Turnpike		COR	EE:506
		BB	225
<u>1868</u>			
Salem-Eagleville Turnpike	On dirt road to Jackson Ridge	DB	FF:63
Old dirt road from Murfreesborough to Franklin	Intersect road from Lock's Meeting House	DB	FF:64

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Fayetteville and Farmington Turnpike		DB	FF:64
College Grove	Williamson Jordan's old homestead	DB	FF:64
Eagleville and Unionville Turnpike		DB	FF:64

1869

No road locations were reported in the Rutherford County Quarterly Court Minute Book for the year 1869.

1870

Murfreesboro	Wilkinson Cross Roads Turnpike	DB	FF:408
Manchester Pike		DB	FF:452

1871

Bridge across Stones River at Norman's Mill		BB	FF:572
Liberty Gap Road		RER	FF:604
Fosterville and Liberty Road		RER	FF:604
Manchester Pike	Big Springs	RER	FF:604
Bedford County line	Top of hill at Bennett Smith's	RER	FF:604
Lascassas	Camsville Pike at Mrs. Jarman's	RER	FF:604
Mrs. Lytle's	Averett's	RER	FF:604
Rock Springs	Old Nashville Road	RER	FF:604
Murfreesboro and Shelbyville Road		RER	FF:604

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
Donald's Store	Coffee County line	RER	FF:604
Rock Springs	LaVergne	RER	FF:604
Hoover's Gap	Bedford County line	RER	FF:604
Murfreesboro and Manchester Pike		RER	FF:604
Moore's Mill (Moor's Mill)	George Sanford	RER	FF:604
Donald's Store	Beech Grove	RER	FF:604
Hoover's Gap	Doctor Childress	RER	FF:604
Middleton	Big Sink Creek	RER	FF:604
Williamson County line	John Shelton's	RER	FF:605
Manchester Pike	Dobbin's Shop	RER	FF:605
Middleton	Bedford County line	RER	FF:605
Millersburg	Manchester Pike	RER	FF:605
C. W. Holden's	Middleton	RER	FF:605
Becton's Creek	Cross lanes	RER	FF:605
Bridge across the Harperth River		RB	FF:605

1872

Bridge across Stones River near Garner's Mill	RB	GG:101
Old Columbia Road	RER	GG:65
Mullins Hill Road	RER	GG:65

1873

No road locations were reported in the Rutherford County Quarterly Court Minute Book for the year 1873.

APPENDIX A

<u>From</u>	<u>To</u>	<u>Act.</u>	<u>Ref.</u>
	<u>1874</u>		
Bridge across Stewart's Creek at Black's Mill		BB	GG:534
<u>1875</u>			
No road locations were reported in the Rutherford County Quarterly Court Minute Book for the year 1875.			
<u>1876</u>			
Murfreesboro and Manchester Pike		SA	HH:345
<u>1877</u>			
Bridge across Stones River at Franklin ford of old Franklin Dirt Road		JVR	HH:405, 499
Hall's Hill Pike	J. N. Wright's Mill	JVR	HH:498

APPENDIX A

Activity Explanatory Key

A Apportionment of workers for the roads by the court.

ABB The county court authorized the building of a bridge.

AR Altering a road was authorized by the county court.

BA A bridge appropriation was granted by the county court.

BB A bridge was authorized to be built by the county court.

BC A bridge was completed.

CB Individuals were required by the county court to complete a bridge.

COR A court order was rescinded.

CR The road was completed by the jury of view.

DB The road was mentioned as a district boundary.

DR The county court ordered that a road was to be discontinued.

ER The road cited was an existing road at the time prior to the action considered by the county court.

GB The county court authorized that a gate could be built across a public road by a land owner.

GJP A grand jury issued a presentment against an overseer or overseers.

JVAD A jury of view was appointed by the county court to assess damages to property resulting from a road.

JVR A jury of view reported on the route of a road.

OA The county court appointed an individual to become the overseer of a road.

OAR An overseer appointment was rescinded by the county court.

OR An overseer resigned from his position.

APPENDIX A

RB The county court appropriated money for a bridge to be repaired or rebuilt.

RWN The road workers were noted in the reference to the road.

SA A superintendent or superintendents were appointed by the county court for a turnpike.

SR The jury of view was ordered to stop their work on marking out a road and reporting its location to the court.

TR An individual was authorized to turn a road through his property.

VAR A jury of view was required to view and report the route of a road to the county court.

VMO A jury of view was required to view and mark out a road.

APPENDIX B

RUTHERFORD COUNTY ROAD OVERSEERS, 1804-1826

The references in this appendix for the appointment of road overseers are cited from Rutherford County, Tennessee, County Court Clerk's Office, County Court Minute Books A through Z. The letter represents the volume, and the number represents the page cited.

Forks of the Stones River (West Fork) to Nashville

Thomas Bedford, date unreadable, (January 1804) A:4

Howell's Mill to Franklin

Moses Robertson, date unreadable, (January 1804) A:7

Wagon ford on West Fork of Stones River to John Sullins's Creek

Robert Hancock, April 2, 1804, A:11

John Parks, April 7, 1806, A:151

John Bradley, July 9, 1806, A:187. On October 6, 1806, Bradley was appointed overseer of a road from Jefferson to John Sullins's with hands formerly allowed to John Parks, A:201. Mentioned again on April 8, 1807, B:19.

William W. Searcy, January 8, 1808, B:139

Peter Arnold, April 6, 1808, B:161

John Parks, October 4, 1809, C:189

John Sullins's Creek to Thomas Rucker's

Joseph Newman, April 2, 1804, A:12

John Sullins, April 3, 1805, A:69. On October 6, 1808, John Sullins was appointed overseer of a road from Sullins's house to Peter Arnold's. This entry might refer to another road, C:66.

Henry Killiam (name difficult to read), January 6, 1812, E:223

Joseph Buruss, July 11, 1814, G:194

Larkin Thacker, October 10, 1815, I:28

Matthew Haley, October 14, 1816, K:4; October 24, 1816, K:94

Thomas Rucker's to Black Fox's Camp

Robert Cartwright, April 2, 1804, A:13

APPENDIX B

Cripple Creek to the Rutherford County line on the East Fork

George Brandon, April 3, 1804, A:15

Robert Boyd, October 8, 1805, A:105. Reference is later made on January 8, 1806, that Boyd was appointed overseer of a road from the ford of the Stones River below Ready's Mill to Cripple Creek, A:135.

Nashville (Davidson County line) to the West Fork of Stones River; from the county line to Billingsley's

Thomas Smith, April 3, 1804, A:16

Hugh Craig, January 7, 1807. Reference was made to Bozel Billingsley's, A:231.

Nashville (Davidson County line) to the forks of the Stones River; from Billingsley's to Stewart's Creek

Josiah Davis, April 3, 1804, A:16. Reference was made on January 1, 1810, of a Josiah Davidson transferring the overseer position of the road from Stewart's Creek to John Brown's to Henry Fuller. This entry might refer to another road. C:193.

Nashville (Davidson County line) to the forks of the Stones River; from Stewart's Creek to the wagon ford on the West Fork

Thomas Bedford, April 3, 1804, A:17

Howell's Mill to the ford of Hurricane Creek where the road from William Kimbro's to Nashville crosses the creek; from Hurricane Creek to Hart's Spring Branch

James Hill, July 3, 1804, A:24

Howell's Mill to the ford of Hurricane Creek where the road from William Kimbro's to Nashville crosses the creek; from Hart's Spring Branch to Howell's Mill

Thomas Nelson, July 3, 1804, A:24

Charles B. Harvey, July 9, 1806, A:188. This entry refers to the appointment of Harvey as overseer of the road from William Bowen's to Harvey's. Thomas Nelson was the past overseer. A:188

Constant Hardeman, April 6, 1807, B:7

Captain Howell's Mill to the crossroads opposite Capt. Owen Edwards

George Buchanan, July 3, 1804, A:25

Cripple Creek to the first branch above the Garrison Road

John Northcut, July 3, 1804, A:24. This was the lower part of the road from Cripple Creek to the ford below Ready's Mill, of which George Brandon was the overseer. A:24

APPENDIX B

George Tucker, January 6, 1806, A:125. An entry on July 9, 1806, stated that Tucker was appointed overseer of the road leading from the ford of Cripple Creek near Jesse Bean's up the East Fork of Stones River to Robert Thompson's.

Henry Goodloe, April 6, 1807, B:7. Mention is made of the forks of Cripple Creek to Robert Thompson's.

General (Hunter) Smith, April 5, 1808, B:158

Philip Saunders, date unknown, F:84

Robert Thompson, July 6, 1812, F:84

James Allen, October 8, 1813, G:42

James Rucker's branch to Cripple Creek where it intersected a road from McKnight's Settlement

Jesse Bean, July 3, 1804, A:27

John Cummins (Cummings's) Mill to William Edwards

Obadiah M. Benge, January 8, 1805, A:50

William Edwards, January 7, 1806, A:128

John Matthews, January 2, 1810, C:206

William Edwards to the Wilson County line towards Lebanon

Norton Gum, January 8, 1805, A:50

James Cochran, January 7, 1806, A:128

Andrew M. King (name difficult to read), October 7, 1807, B:87

John Wright, October 6, 1808, C:62. Entry states that Wright was appointed overseer of the road from Cummings's Mill to the Wilson County line towards Lebanon, Tennessee.

Jefferson by way of Joseph Herndon's and William Gilliam's to Howell's Mill; from Jefferson to Taylor's Trace

Peter Leyland, October 7, 1805, A:99

Jefferson by way of Joseph Herndon's and William Gilliam's to Howell's Mill; from Taylor's Trace to Howell's Mill

Hardy Pope, October 7, 1805, A:99

William Howell, October 10, 1806, A:216

Isham Matthews, July 4, 1808, C:3

Thomas Nelson, October 3, 1808, C:42

Barnwell (Burwell) Ward, October 2, 1809, C:168

Thomas Rucker's to John Price's

Philamon G. Cothran, October 8, 1805, A:105

Ezekiel Dickson, July 6, 1807, B:42. An entry on October 4, 1808, has referred to Ezekiel Dickinson. C:54

Allen Hill, October 4, 1808, C:54

John Orr, January 2, 1810, C:212

John Dickson, July 3, 1811, E:167

APPENDIX B

John Price's to Cripple Creek

Robert Bean, October 8, 1805, A:105. A reference was made of the road continuing from Cripple Creek to the county line on the East Fork of Stones River with Robert Boyd as the overseer.

Big shoal on West Fork of Stones River to Squirrel Hill

William Bowen, October 10, 1805, A:118. Squirrel Hill, according to entry, was located between Overall's Creek and Bowen's ford on Stewart's Creek. A:118

Robert Hunter, October 7, 1807, B:92. The entry stated that Hunter had the position of overseer of the road from Overall's Creek to a ford in the road near William Bowen's, and that Hunter superseded Bowen. B:92

Isham Revil, January 4, 1809, C:73

Big shoal on West Fork of Stones River near Samuel Wilson's to Overall's Creek

Nimrod Murfree, October 10, 1805, A:118. An entry made on July 16, 1814, stated that Nimrod Minifee was the overseer of a road from Wilson's Shoals to the falls of Overall's Creek or Caswell's Creek. G:258

John Smith (N. C.), July 19, 1816, I:366. Refers to a road from Wilson's Shoals to the ford of Overall's Creek. I:366

Davidson County line to Gibson Burton's

Brooking Burnet (Burnett), January 7, 1806, A:132

Gibson Burton's to the spring in Stewart's Creek on Colonel Weakley's plantation

Samuel McClary, January 7, 1806, A:132

Wilson County line to ford on Stones River below Ready's Mill

William Travis, January 8, 1806, A:135

Alexander Orr, January 6, 1808, B:124. This road continues from the ford on Stones River below Ready's Mill to Cripple Creek. A:135

Cripple Creek to Francis Youree's house

Francis Youree, January 8, 1806, A:135

Francis Youree's house to the "big hill"

James Garner, January 8, 1806, A:135

I. Williams (first name difficult to read), January 4, 1810, C:236

The "big hill" to James Norman's on the West Fork of Stones River

Robert Lackey, January 8, 1806, A:135

Alexander Moore, April 3, 1809, C:95

APPENDIX B

The "Great Shoals" on the West Fork of Stones River to Black Fox's Camp; from the shoals to Taylor's old trace

John Johns, April 7, 1806, A:151

William Lytle, April 5, 1808, B:150

The big shoal (the "Great Shoals") on the West Fork of Stones River to Black Fox's Camp; from Taylor's old trace to Black Fox's Camp

Thomas Yardly, April 7, 1806, A:151

Alexander Lackey, October 8, 1811, E:197. Lackey was the overseer responsible for the road from Black Fox's Camp to the crossroads below Murfee's Springs.

The crossroads near Owen Edwards to the Williamson County line near Peter Young's

Charles Locke, July 7, 1806, A:177

Bennett Philips to the road from Frederick Barfield's to William Bowen's on Stewart's Creek

Isaiah Webb and Bennett Philips, July 7, 1806, A:177

Robert Thompson's to the Indian boundary at Hugh P. Brawley's
Henry Davis, July 9, 1806, A:188Charles B. Harvey's to the county line near Squirrel Hill

James Oliphant, July 9, 1806, A:188

Cummins's Mill by Murfree's Springs to Sinking Creek

Simon Miller, Jr., July 9, 1806, A:189

Joseph Newman, January 7, 1808, B:126. This entry refers to Newman's being the overseer of the road from Cummins's Mill to Colonel Rucker's. B:126

----- Tear, October 9, 1811, E:202. (The first name was unreadable.) Reference was made to Tear's being appointed the overseer of part of the road; beginning at the crossroads of a road from Gen. Joseph Dickson to Maberry's, to Sinking Creek. E:202

Sinking Creek to Leadon's corner near Jetton's

John Lawrence, July 9, 1806, A:189

Robert Jetton, October 8, 1808, C:41. The entry refers to Jetton's being the overseer of the road leading from Cummins's Mill to the three forks of the Duck River, from Widow Leadon's corner to Sinking Creek. C:41. As of October 3, 1808, Joseph Newman was the overseer of the road from Cummins's Mill to Sinking Creek. C:42

APPENDIX B

Leadon's corner near Jetton's to the Briery Branch above
McCoy's

Ezekiel McCoy, July 9, 1806, A:189

William Norman, July 6, 1807, B:42

Isaac Barr, July 6, 1808, C:27. This entry stated that Barr superseded McCoy as overseer of the road from Cummins's Mill to Philips's Horse Mill. C:27

Jesse Featherston, July 4, 1809, C:153. This entry stated that Barr was superseded by Featherston of the road from McCoy's Mill to Robert Jetton's. C:153

Briery Branch above McCoy's to Glade Creek

Nathaniel Kinnard, July 9, 1806, A:189

William Stephenson, April 7, 1807, B:10

John Kinnard, July 5, 1808, C:16

George Seaton (Leaton), April 11, 1814, G:127

Money Batton, October 14, 1815, I:83

Glade Creek to Bennett Philips

Frederick Puler (Pealer), July 9, 1806, A:189

Moses Yell, January 5, 1807, A:221

Lodwick Moore, October 5, 1807, B:72

Alfred Moore, October 10, 1815, I:25

Frederick Barfield's to the county line opposite the head of
Crooked Creek

Matthew Miller, July 9, 1806, A:190

Abel Pursel, January 5, 1807, A:222

Larkin Johnston, October 4, 1808, C:49. This entry has the previous overseer's name spelled Pusley. The road was from Frederick Barfield's to the intersection with a road from McCoy's Mill to Col. William Loftin's. C:49

Matthew Miller, October 5, 1812, F:153. This entry has Johnston as the overseer of a road beginning at the McCoy's Mill to William Loftin's Road passing by Miller's Mill to the cedar glades at White's field. F:153. The change of overseers is mentioned again on April 5, 1813. G:48

John Brothers, January 10, 1814, G:48

George Gresham (Grisham), July 10, 1815, H:149

James Miller, January 8, 1816, I:98

Black Fox's Camp to the Indian boundary; from Black Fox's
Camp to where it intersects a road from Andrew Oliver's

Sherwood Harris, October 7, 1806, A:204

James Neely, October 3, 1808, C:44; January 2, 1810, C:214. This entry has Neely listed as the overseer of the road from Black Fox's Camp to Ready's Road. C:214

APPENDIX B

Black Fox's Camp to the Indian boundary; from the intersection of the road from Andrew Oliver's to the Indian boundary

Stephen White, October 7, 1806, A:204

Amos Wills, October 3, 1808, C:44

Jefferson to Gallatin, Tennessee, as far as the Wilson County line

William Arnold, Sr., October 10, 1806, A:216

Jefferson up Overall's Creek

Samuel Bowman, January 5, 1807, A:225

Simon Miller's to Cripple Creek

David Barton, April 6, 1807, B:6

John Dickson, April 4, 1809, C:99

Philip Saunders, January 5, 1910, C:240

Robert Thompson, July 6, 1812, F:86

Joseph Allen, date unknown, G:289

Barnett Strickland, October 11, 1814, G:289

Frederick Barfield's to William Bowen's

Solomon Beasley, date unknown, A:221

Henry Stephens, January 5, 1807, A:221

Christopher Elam, July 3, 1809, C:141. The entry refers to a ford on Stewart's Creek at the corner of William Bowen's fence. C:141. This road possibly is the one from Frederick Barfield's to William Bowen's on Stewart's Creek.

Jefferson's ford on the West Fork to Stewart's Creek

James Sharpe, date unknown, A:221

James Espey, January 7, 1807, A:221

John Wallace, October 3, 1809, C:175

Ota Cantrell, April 5, 1813, F:240. Cantrell's first name was difficult to read. This reference provided the name of the road.

Road's name is unascertainable from research

Joseph Morton, date unknown, B:1

Aaron Gambile (Gamble), April 6, 1807, B:1

John Gambile (Gamble), October 3, 1808, C:42

William Nance, July 10, 1815, H:147

Wright's Mill to intersect the road from Ready's Mill to Francis Youree's and then to the Old Garrison Road as far as the Indian boundary; from Wright's Mill to the Cripple Creek ford

Samuel House, January 4, 1808, B:111

APPENDIX B

Wright's Mill to intersect the road from Ready's Mill to Francis Youree's and then to the Old Garrison Road as far as the Indian boundary; from the Cripple Creek ford to the Indian boundary line

Magness Teague, January 4, 1808, B:111

James Laughlin, April 5, 1808, B:158

Jefferson to Hugh Robinson's

John Smith, April 10, 1807, B:32. Entry stated that Smith was to oversee the road from where Samuel Bowman's responsibility ended to Hugh Robinson's. In this case, this road is part of the road from Jefferson up Overall's Creek. B:32.

William Robinson, April 3, 1809, C:94

Robert Smith's to Panther Creek

Josiah Webb, date unknown, B:45

Thomas Nash, July 7, 1807, B:45

Capt. Nimrod Jenkins to a "cedar tree marked with powder"

Capt. Nimrod Jenkins, date unknown, B:46

Benjamin Carr, July 7, 1807, B:46

Ezekiel Moore, July 5, 1808, C:10

Frederick Barfield's to Capt. Nimrod Jenkins

Michael Kinnard, date unknown, B:46

Frederick Barfield, July 7, 1807, B:46

Robert Smith, October 4, 1808, C:49

Benjamin Ransom, January 5, 1813, F:203. This reference cites Smith as a major. F:203

Thomas Smith, January 22, 1814, G:66

Dr. Simpson Sims, October 14, 1815, I:90

William Bowen's to Campbell Tucker's

James Ross, October 8, 1807, B:103

William Tucker, January 7, 1808, B:126

William Bowen, January 5, 1810, C:241

Road's name is unascertainable from research

James Stephens, date unknown, B:55

William Granville, July 8, 1807, B:55. (Last name was difficult to read.)

Ezra Jones, April 6, 1809, C:118

Jefferson to Taylor's Trace

Peter LeGrand (Leyland), possible date of October 7, 1805, A:99. The overseer's name was difficult to read in B:72. This road was probably part of the road from Jefferson to Howell's Mill. A:99

John W. Read, October 5, 1807, B:72

APPENDIX B

Col. William Loftin's to McCoy's Mill
John Johnson (Johnston), April 5, 1808, B:156
Arthur Taylor, April 3, 1809, C:95

William Edwards's house to Cummins's Mill; from Edwards's
house to the intersection with the road from Colonel
Rucker's to Jefferson

William Edwards, October 8, 1807, B:105

Maj. Robert Smith's to Hugh Simpson's
Nathaniel Kinnard, April 6, 1808, B:166
Jonathan Graves, April 3, 1809, C:93

Rutherford County line to Jesse Wilson's
John Ferguson, April 7, 1808, B:176

Jesse Wilson's near the river to O. M. Benge's
Jesse Wilson, April 7, 1808, B:176. Part of the road's
name was difficult to read. Benge's land was on the
road from Colonel Rucker's to Black Fox's Camp.
B:109b

Panther Creek southwardly to the Rutherford County line
Bennett Philips, April 6, 1908, B:164

James Norman's house to the head of Long Creek; from Norman's
house to Robert Miller's
James Norman, April 5, 1808, B:154

James Norman's house to the head of Long Creek; from Robert
Miller's to the county line
Robert Miller, April 5, 1808, B:154

End of a road from Franklin at the Williamson County line
near Ben Carr's Mill to intersect the road from Frederick
Barfield's to Nashville; from Carr's Mill to James Fulk's
John Windrow, April 5, 1808, B:157. This road was
planned by the court to extend to Black Fox's Camp.
B:111. Windrow was to oversee the road from Carr's
Mill to James Fulk's and then east to Maj. Robert
Smith's land. B:157
Matthew Robertson, January 2, 1810, C:204

McCoy's Mill to James Hamilton's on the ridge; southern end
James Hamilton, January 4, 1808, B:115
Abel Pursel (Pursell), April 3, 1809, C:95

McCoy's Mill to James Hamilton's on the ridge; northern end
John Dickson, January 4, 1808, B:113

APPENDIX B

Wright's Mill to Solomon George's

William Thomas, January 5, 1808, B:119

Henry Crow, July 6, 1812, F:81

James Bell, July 10, 1815, H:148

James Morton's plantation to Luckett Davis's land

James Morton, April 4, 1808, B:147. This entry stated that the road ran in a southeast direction to intersect the Harpeth Road on the southern end of Davis's land. B:123

Colonel Rucker's to Francis Youree's and then to the foot of the ridge where the Garrison (Fork or Road) crosses; from Colonel Rucker's to John Counts

O. M. Benge, April 5, 1808, B:154

David Clark, July 5, 1809, C:164

Colonel Rucker's to Francis Youree's and then to the foot of the ridge where the Garrison (Fork or Road) crosses; from John Counts's to Francis Youree's

John Fulks, April 5, 1808, B:154

Colonel Rucker's to Francis Youree's and then to the foot of the ridge where the Garrison (Fork or Road) crosses; from Francis Youree's to Dug Hollow

James Bole, April 5, 1808, B:155

James Bell, January 4, 1809, C:77. This entry mentioned that Dug Hollow was located on the Duck River ridge.

John Hoover's to Capt. Peter Grayson's crossing the river at Burkley's ford to intersect the road from Colonel Rucker's to Jefferson

Peter Grayson, July 5, 1808, C:16

Robert Warnick (Warnake), July 5, 1809, C:159

Cunningham Smith, January 10, 1814, C:54. This entry stated that Smith was to oversee the road from the Wilson County line to where Grayson assumed responsibility. G:54

Indian boundary line at Brawley's Mill to the top of the ridge at Hicks's old place; from the boundary to the river

Hugh P. Brawley, July 5, 1808, C:15

Indian boundary line at Brawley's Mill to the top of the ridge at Hicks's old place; from the river to the east boundary line of Rutherford County

Cornelius Brandon, July 5, 1808, C:15

Jefferson to the Wilson County line so as to intersect the road from Lebanon to Jefferson

Robert Smith, Jr., July 6, 1808, C:28

APPENDIX B

Jefferson to William Hanly's on the Nashville Road leading to the Duck River; from Jefferson to Robert Purdy's land

Robert Purdy, July 7, 1808, C:35

Benjamin McCulloch, July 3, 1809, C:135

Jefferson to William Hanly's on the Nashville Road leading to the Duck River; from Robert Purdy's land to Wilson's Shoals

Samuel Wilson, July 7, 1808, C:35

Jefferson to William Hanly's on the Nashville Road leading to the Duck River; from Wilson's Shoals to Richard W. Caswell's plantation

Abner Johns, July 7, 1808, C:35

Abner Johns, April 5, 1809, C:113

Edmund Johns, July 4, 1809, C:154

Abner Johns, date unknown, E:228

Daniel Rucker, January 6, 1812, E:228

Jefferson to William Hanly's on the Nashville Road leading to the Duck River; from Caswell's to Frederick Barfield's

Bennett Smith, July 7, 1808, C:36

Samuel Campbell, January 7, 1811, E:3

Jefferson to William Hanly's on the Nashville Road leading to the Duck River; from Frederick Barfield's to William Hanly's

Hance Hamilton, July 7, 1808, C:36

James Holmes, October 3, 1809, C:175

Cummins's Mill to intersect the road from Jefferson to Howell's Mill; from Cummins's Mill to Major Radford's

Philip S. Lowe, October 3, 1808, C:45

Larkin Thacker, October 4, 1809, C:189

David Abbott, July 2, 1811, E:156

Cummins's Mill to intersect the road from Jefferson to Howell's Mill; from Major Radford's to the intersection with the Jefferson to Howell's Mill road

Lewis Anthony, October 3, 1808, C:45

James Henderson, January 2, 1810, C:212

Henry Stevens, January 11, 1814, G:62

Philip's Horse Mill to John Smotherman's

George Moore, July 6, 1808, C:24

Richard Philips, October 9, 1815, I:5

Hurricane Creek ford to Davidson County line

John Hill, July 6, 1808, C:24

APPENDIX B

Hurricane Creek to Zach. Shaf--- (remainder of name is
unreadable)

John Craddock, July 6, 1808, C:24

Jonathan Hale's (Hall's) field to Henry Goodloe's
Guy Smith, January 4, 1809, C:78

The Nashville main road near Ready's Mill to Noah Lilly's

John Bankhead, January 4, 1809, C:73

Alexander Cathay, January 6, 1812, E:226

Noah Lilly, April 5, 1813, F:241

Jackson Wharry, July 12, 1814, G:221

Josiah Conn, July 15, 1817, L:33

Noah Lilly's to the county line near Moore's Mill

James Bell, January 4, 1809, C:73. It is interesting to note that Bell was appointed overseer of the road from Francis Youree's to Dug Hollow on the same day. It might be interpreted that this is the same road, that Bell was responsible for two roads, or that there were two individuals with the same name. C:77

Panther Creek to the crosspath from John Adcock's to William
Vincent's

Needham Bryant, October 2, 1809, C:168

Samuel Wadley, January 7, 1811, E:6

Adam Comer, July 5, 1813, F:293

John Adcock, October 10, 1815, I:25

Rolly Morgan, July 21, 1817, L:79

The crosspath from John Adcock's to William Vincent's to the
county line

Richard Wright, October 2, 1809, C:168

William Vincent, October 9, 1815, I:5

Charles McLean, July 21, 1817, L:78. This reference has the previous overseer's name as William Vinson and the road from the county line to Dawson Adcock's. L:78

The forks of Stones River to the road from Gallatin that
passes by Nash's Mill; from the forks of Stones River to
Fall Creek

Mordecai Lillard, October 4, 1809, C:188

The forks of Stones River to the road from Gallatin that
passes by Nash's Mill; from Fall Creek to the road
intersection

John Arnold, October 4, 1809, C:188

Hardeman's Mill to Jefferson

Constant Hardeman, April 5, 1809, C:113

APPENDIX B

Road's name is unascertainable from research
 James Wills (Wells), date unknown, C:141
 Luckett Davis, July 3, 1809, C:141

William Nash's Mill to Isaac Brook's
 Cornelius Saunders, October 3, 1809, C:175

Rock Springs Meeting House to Williamson County line near
David Gooch's
 Willie I. Davis, July 1, 1811, E:127

Owen Edwards's plantation to the county line near Mrs. Hyde's
 James Wilburn, October 7, 1811, E:180
 road discontinued, July 10, 1815, H:138

The Bedford Road from the county line to Black Fox's Camp
 Capt. James Johnston, January 2, 1810, C:213
 Peter Grayson, April 1, 1811, E:57

William Nash's to Lewis Banton's ford on the Stones River
and then to intersect the Franklin to Lebanon Road
 Cornelius Saunders, January 2, 1810, C:213. This is
 possibly the same road as the one from William
 Nash's Mill to Isaac Brook's as Saunders was
 appointed overseer of that road on October 3,
 1809. C:175

Road from the McCoy's Mill-William Loftin's Road to the
County line; from Miller's Mill to a cedar glade at Stephen
White's field
 Larkin Johnston, January 2, 1810, C:213

Road from the McCoy's Mill-William Loftin's Road to the
County line; from the cedar glade to the river
 Stephen White, January 2, 1810, C:213
 John B. Prewitt, April 7, 1812, F:18. This reference has
 the overseer responsible for the road from the glade
 to Hoover's Mill and the final destination as Nash-
 ville. F:18
 William Rawlins, October 5, 1813, G:16
 Abraham Russing, January 8, 1816, I:98

Road from the McCoy's Mill-William Loftin's Road to the
County line; from Hoover's Mill to the Bedford County line
 Greenberry Jacobs, January 2, 1810, C:213
 Frederick Brady, July 6, 1812, F:80
 Jonathan Warren, April 12, 1814, G:138
 Jacob Hoover, January 9, 1815, H:15
 Peter Vance, April 21, 1817, K:289. This reference has
 the overseer responsible from the river at Hoover's
 Mill to the Bedford County line. K:289

APPENDIX B

Cummins's Mill to the Wilson County line towards Lebanon

John White, date unknown, C:241

William Kincaid, January 5, 1810, C:241

John Coffee's house to the Jefferson-Buckner's Mill Road

John Coffee, July 3, 1811, E:166

Walter Keeble, October 8, 1811, E:183

Capt. William Bowen's to James M. Bass's

Christopher Acklin, date unknown, E:6

Lewis Whitney, January 7, 1811, E:6

Hardy Pope, January 10, 1814, G:47. This entry referred
to the road's location. G:47

Caleb Anderson, April 10, 1815, H:87

John Barkley's house to Charles Ready's

John Barkley, January 8, 1811, E:8

John Warnick, April 3, 1813, F:251

Henry Davis, January 14, 1815, H:61

John Doak, July 17, 1817, L:58

Widow Loftin's to McCoy's MillPritchett Alexander, date unknown, E:56. This road is
probably the same as the road from Col. William
Loftin's to McCoy's Mill. B:156

Eldridge Loftin, April 1, 1811, E:56

William Norman, Sr., July 6, 1812, F:77

William Norman, Jr., January 6, 1813, F:210

Brawley's Mill to Robert Carson's house

Hugh P. Brawley, April 1, 1811, E:56

Robert Carson's house to the county line

Robert Carson, April 1, 1811, E:57

West of Simpson's old place to Panther Creek

Travis Nash, April 3, 1811, E:84

Azariah Kimbro, April 11, 1814, G:129

James Fullerton, October 10, 1815, I:27

Spring Creek at William Nash's to Cornelius Saunders's

Elisha Saunders, April 4, 1811, E:122

David Bruchin, April 8, 1812, F:59. The overseer's name
was difficult to read; probably it is Brachen.

Robert Freeman, April 6, 1813, F:251

John Seratt, July 10, 1815, H:149

Edmund Ford (Todd), April 15, 1816, I:226

Frederick Barfield's to McCoy's Mill

Henry McCoy, date unknown, E:130

John Hall, July 1, 1811, E:130

Archibald Shanks, October 6, 1812, F:173

APPENDIX B

Cornelius Saunders's to (unable to ascertain from research)

Micajah Peacock, April 4, 1811, E:123

Israel Porch, April 7, 1812, F:44

Road's name is unascertainable from research

Richard Hill, date unknown, E:155

James Tucker, July 2, 1811, E:155

Ambrose McKee, July 6, 1812, F:83

William Cotter, July 11, 1814, G:207

John Reynolds, October 12, 1814, G:298

Murfreesborough to the corner of Robert Jetton's field

Robert Jetton, date unknown, E:155

Andrew Miller, July 2, 1811, E:155

Daniel Elam, October 6, 1812, F:173

John Jetton, Sr., April 9, 1813, F:281

James Montgomery, April 12, 1814, G:135. This entry
stated the location of the road. G:135

Robert Jetton, April 11, 1815, H:101

David Rankin, July 15, 1816, I:330. In this reference
the location of the road was from the forks in the
road near Murfree's Spring to the south corner of
Col. Robert Jetton's fence. I:330

Thomas Yardly, July 21, 1817, L:74

Road's name is unascertainable from research

William Thweatt, date unknown, E:162

William Rowten, July 2, 1811, E:162

Nimrod Jenkins's to James Bass's

James Blackman, July 3, 1811, E:167

Alfred Blackman, July 21, 1817, L:79

Jefferson to Peter Arnold's

Shelton Crosthwait, July 3, 1811, E:167

John Parks, July 7, 1813, F:327

Col. John H. Gibson, October 18, 1816, K:47

Abbott's Mill to the county line

Mereday Robinson, October 11, 1811, E:179

Robinson released from position as overseer, April 8,
1812, F:59

Hugh Cummings (Cummings), July 6, 1813, F:305

Road's name is unascertainable from research

Abraham Pursell, date unknown, E:180

Alexander McKean, October 7, 1811, E:180

Road's name is unascertainable from research

Thomas Kellough, date unknown, E:197

John Kinnard, October 8, 1811, E:197

APPENDIX B

Road's name is unascertainable from research

John Irvine, date unknown, E:198
 John P. H. Lenoir, October 9, 1811, E:198
 William Arnold, Jr., April 8, 1813, F:273
 John Martin, July 10, 1815, H:149

Road's name is unascertainable from research

John Matthews, date unknown, E:226
 Peter Vaughn, January 6, 1812, E:226
 William Robertson, October 10, 1814, G:275. Possibly this is the road from John Cummins's (Cummings's) Mill to William Edwards as John Matthews had been an overseer of it in 1810 and had been appointed overseer in January, the same month as Vaughn superseded him. C:206

The Lebanon Road from Joseph McKnight's to Brawley's Mill

John Davis, date unknown, E:226
 David Andrews, January 6, 1812, E:226
 William Smith, April 6, 1813, F:252
 Alexander Orr, July 10, 1816, I:314

Road's name is unascertainable from research

John Kimbro, date unknown, E:257
 Alexander McMillian, January 7, 1812, E:257
 William Kimbro, April 5, 1813, F:241
 Amos McMillian, April 11, 1814
 Thomas Hill, April 11, 1815, H:101
 James Ross, April 8, 1816, I:186

Fall Creek to the Wilson County line

Levi Lannum, January 7, 1812, E:258
 John Hutton, April 6, 1813, F:251
 John Arnold, January 8, 1816, I:97

Bradley's Mill to the Bark Camp

Moses McConnell, January 6, 1812, E:223

John Brown's house to the ford on Hurricane Creek

John Brown, April 6, 1812, F:3
 Elisha Rideout, April 5, 1813, F:242

Cripple Creek ford to Charles Ready's Mill; from the Cripple Creek ford to the branch above Major (Alexander) McEwen's (McEwin's)

Thompson Wright, April 7, 1812, F:18

Cripple Creek ford to Charles Ready's Mill; from the branch above Major McEwen's (McEwin's) to Ready's Mill

John Barkley (Barkly), April 7, 1812, F:18

APPENDIX B

West Fork of Stones River passing Brooking Burnett's Mill on Hurricane Creek to Stewart's Creek

James Espey, July 7, 1812, F:117

Robert Smith, Sr.'s to Philips's Horse Mill

William Rutledge, October 5, 1812, F:153

Frederick Barfield's to Panther Creek

Thomas Hamilton, date unknown, F:208

Anthony Kinnard, January 6, 1813, F:208

Road's name is unascertainable from research

Thomas Knox, date unknown, F:235

Squire Knox, April 5, 1813, F:235

Murfreesborough to Franklin (Williamson County line); from

Murfreesborough to Armstrong's Branch

John Thompson, April 5, 1813, F:236

John Thompson, April 15, 1815, H:131. Thompson's responsibility as overseer was limited to that portion of the road from Murfreesborough to the West Fork of Stones River. H:131

Abner Avant, April 15, 1815, H:131. Avant became the overseer from the West Fork of Stones River to Armstrong's Branch. H:131

William Lytle, April 15, 1816, I:231. Lytle superseded Thompson. I:231

David Ledbetter, April 15, 1816, I:231. Ledbetter superseded Avant. I:231

William Whalen, April 19, 1817, K:280. Whalen superseded Ledbetter. K:280

Murfreesborough to Franklin (Williamson County line); from

Armstrong's Branch to Overall's Creek

James Blackman, April 5, 1813, F:236

Henry Windrow, July 11, 1814, G:202

Jesse Day, January 8, 1816, I:97

Murfreesborough to Franklin (Williamson County line); from

Overall's Creek to Ingram Blanks's land

William Batey, April 5, 1813, F:236

Murfreesborough to Franklin (Williamson County line); from

Ingram Blanks's land to the county line

Ingram Blanks, April 5, 1813, F:236

John Covington, January 10, 1814, G:53

Murfreesborough by James Rucker's Mill to the Caney Fork

Road; from Murfreesborough to Bushnell's Creek

James S. Jetton, April 6, 1813, F:251

John Henry, January 10, 1815, H:38

APPENDIX B

Murfreesborough by James Rucker's Mill to the Caney Fork Road; from Bushnell's Creek to the Caney Fork Road

Benjamin Rucker, William Wade, and Joseph B. Johns,
April 6, 1813, F:251

Cripple Creek to Murfreesborough; from Rucker's Mill Road near John Henry's to Wolf Hill

John Bradley, April 6, 1813, F:252

Cripple Creek to Murfreesborough; from Wolf Hill to the ford on Cripple Creek

Robert McCombs, April 6, 1813, F:252

Murfreesborough to Captain McCain's; from Murfreesborough to Sarah Leddon's second corner

Daniel Elam, July 5, 1813, F:287

Murfreesborough to Captain McCain's; from Sarah Leddon's second corner to McCoy's Mill

Samuel McMurry, July 5, 1813, F:287

Moses Swan, July 6, 1813, F:307

Murfreesborough to Captain McCain's; from McCoy's Mill to the Widow Loftin's

William Norman, Sr., July 5, 1813, F:287

Pritchett Alexander, January 13, 1814, G:86

Thomas Loftin, April 11, 1814, G:128

Francis B. McCoy, July 10, 1815, H:148

Murfreesborough to Captain McCain's; from Widow Loftin's to a gap in the ridge near George Goodman's

James Johnston, July 5, 1813, F:287

Murfreesborough to Captain McCain's; from the gap in the ridge near George Goodman's to Captain McCain's

Peter Arnold, July 5, 1813, F:287

John Montgomery, January 11, 1814, G:64; April 12, 1814, G:139

William Weir, October 10, 1815, I:24. This reference stated that Weir was the overseer of the road from the head of John Fugatt's lane to the Duck River ridge. I:24

William Hill, April 15, 1816, I:228. This reference stated that both Weir and Mill were overseers of the road from Widow Goodman's to the county line. I:228

Enoch Arnold, October 14, 1817, L:158

Road's name unascertainable from research

Nathaniel Barksdale, date unknown, F:273

Isaac Shelby, April 8, 1813, F:273

APPENDIX B

Wilson's Shoals to Murfreesborough

John Johns, July 5, 1813, F:288

Walker Ganaway, April 11, 1814, G:128

Marable's Spring to Jefferson

Braxton Marable, July 5, 1813, F:288

Joseph Wallace, July 11, 1815, H:172. This reference stated that Wallace was the overseer of the road from the West Fork to Stewart's Creek at Colonel Weakley's Spring. H:172

Alfred Sharpe, January 13, 1817, K:126

James Alexander's to Charles McLean's Horse Mill

George Moore, July 5, 1813, F:297

George W. Mallard, July 11, 1814, G:208

George Moore, date unknown, L:78

George W. Mallard, July 21, 1817, L:78

Williamson County line to intersect the Nashville Road at Robert Smith's lane

Ezekiel Murphy, July 5, 1813, F:289

Abraham Prim, July 11, 1814, G:194

Murfreesborough to Black Fox's Camp Spring

Benjamin Yearly (Yardly), October 4, 1813, G:6

William Kelton, October 10, 1814, G:271

Alexander Lackey, October 9, 1815, I:13

Samuel Kelton, January 13, 1817, K:123

Black Fox's Camp Spring to intersect the James Norman-Ready's Mill Road

James Neely, October 4, 1813, G:6

James Russell, October 11, 1814, G:285. This entry stated that Russell was the overseer of the road from Black Fox's camp to Hoover's Gap. G:285

Moses Billah, April 15, 1816, I:230

The James Norman-Ready's Mill Road to Big or Cedar Creek

William Mayfield, October 4, 1813, G:6

Big or Cedar Creek to Hoover's Gap

John Hoover, October 4, 1813, G:7

Joel Smith, April 16, 1816, I:242. This reference stated that Smith was the overseer of the road from the Indian camp to the intersection with a road from Frederick Barfield's. I:242

Capt. William Bowen's to Overall's Creek

Anderson Searcy, January 10, 1814, G:53

APPENDIX B

Widow Loftin's to the head of Long Creek

William Williams, January 11, 1814, G:65

The road was discontinued on April 11, 1814. G:128

Murfreesborough by Samuel Campbell's to Frederick Barfield's

David Flemming, date unknown, G:62

Bennett Smith, January 11, 1814, G:62

Mordecai Lillard, October 11, 1814, G:284

Albin Loury, October 9, 1815, I:13

Benwell Ganaway, date unknown, P:452. Ganaway resigned
on June 25, 1821. P:452.Robert Smith, Sr.'s to the Williamson County line to meet a road from Columbia; from the county line to the knobs near Archibald Jarratt's

Samuel Richardson, April 11, 1814, G:117

Robert Smith, Sr.'s to the Williamson County line to meet a road from Columbia; from the knobs to Robert Smith's land

Archibald Jarratt, April 11, 1814, G:117

The McCoy's Mill-Lodwick Moore Road to the Nashville Road near Isaiah Webb's

Anthony D. Kinnard, July 11, 1814, G:199

Frederick Barfield's to Panther Creek

Elijah Cox, April 11, 1814, G:129

David Hazlett, April 10, 1815, H:76

The Wilson County line at William Gibson's on the Caney Fork Road to Murfreesborough; from Gibson's to Bradley Creek

William Gibson, July 12, 1814, G:224

The Wilson County line at William Gibson's on the Caney Fork Road to Murfreesborough; from Bradley Creek to Murfreesborough

John P. H. Lenoir, July 12, 1814, G:224

Widow Morton's to Stewart's Creek

James Morton, July 15, 1814, G:249

Stewart's Creek to James Bass's

John Anthony, July 15, 1814, G:249

John Anthony, April 22, 1817, K:298

James Bass's to a large cherry tree on Howard's line

William Smith, July 15, 1814, G:250

Howard's line to Murfreesborough

Daniel Parker, July 15, 1814, G:250

John Nugent, January 15, 1815, H:59

APPENDIX B

Road's name is unascertainable from research

George Buchannon, date unknown, G:64

Robert Bass, January 11, 1814, G:64

Lawson Davis, October 2, 1815, I:51

George Adkins on the Wilson County line to the road at John Elliot's

John Northcut, January 11, 1814, G:64

The forks in the road near Robert Smith's to (unknown)

John Reaves, January 13, 1814, G:88

Frederick Barfield's to the McCoy's Mill-Widow Loftin's Road

David Owens, January 15, 1814, G:106

Thomas Rucker's to the road from Degarrett's to Mayberry's old place

Joseph Dickson, date unknown, G:129

Robert Rankin, April 11, 1814, G:129

Benjamin Trott, April 18, 1816, I:262

Howell's Mill to Jefferson; from Howell's Mill to Taylor's Trace

William Howell, date unknown, G:140

Samuel Avery, April 12, 1814, G:140

Wolf Hill to the ford on Cripple Creek

Robert McCombs, April 6, 1813, F:252

Ninian White, April 12, 1814, G:148

John McCrackin, October 10, 1815, I:27

Robert Smith, Sr.'s land to Caswell's Shoals

George Morris, April 16, 1814, G:179

Caswell's Shoals to Murfreesborough

William Warren, April 16, 1814, G:179

Ralph Williams, July 15, 1816, I:332

Ralph Williams, January 20, 1817, K:167. This reference stated that Williams was the overseer of the road from Caswell's Shoals near Benjamin McCulloch's towards Murfreesborough until it reached the road leading to Shelbyville. K:167

Robert Jetton's to McCoy's Mill

James Moore, July 11, 1814, G:208. This road is probably the road from Sarah Leddon's corner to McCoy's Mill part of the road from Murfreesborough to Captain McCain's.

Nathaniel Perry, July 10, 1815, H:149

APPENDIX B

Charles Ready's to Cripple Creek

James Johnson, July 13, 1814, G:232

Cripple Creek to Renshaw's Road

Samuel Washburn, July 13, 1814, G:232

Davidson County line to Rock Springs

John Kimbro, October 10, 1814, G:274

Rock Springs to Widow Morton's

Isaac Nance, October 10, 1814, G:274

Big Creek to the Indian Camp on Cedar Creek

Silas Barr, date unknown, G:275

John Bean, October 10, 1814, G:275

Frederick Barfield's to the McCoy's Mill-Widow Loftin's Road

Andrew Hall, October 11, 1814, G:285

Andrew Hall, April 15, 1815, H:131

George Burnett, April 8, 1816, I:186

Cripple Creek ford to Charles Ready's Mill; from the Cripple Creek ford to the branch above Maj. Alexander McEwen's (McEwin's)

Samuel Bell, January 9, 1815, H:14

David Price, January 8, 1816, I:98

Howell's Mill to Bowman's Creek

Noah Smith, January 11, 1815, H:41

Noah Lilly's to the Warren County line

James Cherry, date unknown, H:85

Caleb McFarland, April 10, 1815, H:85

Francis Youree's towards the old garrison for three miles

Vincent Harrelson, date unknown, H:147

William Youree, July 10, 1815, H:147

Burton McFerron, October 21, 1816, K:60

Forks in the road near William Bowen's to Campbell Tucker's

William Bowen, date unknown, H:187

James Whitsith, July 11, 1815, H:187

James Olyphant, July 17, 1816, I:364

Isaac Marable, April 15, 1817, K:248

Gamble's old place to Cripple Creek

Jonathan Hall (Hale), July 12, 1815, H:198

Thomas Tyler, October 21, 1816, K:61

APPENDIX B

Murfreesborough by James Rucker's Mill to the Caney Fork Road; from Bushnell's Creek to the Caney Fork Road

James Sharpe, July 15, 1815, H:229

Cader Dement, October 14, 1816, K:5

Murfreesborough to W. Gable's (Gamble's) old place

John Davidson, July 10, 1815, H:152

Cripple Creek to the Jefferson Road towards Ready's Mill

John Warnack, July 10, 1815, H:152

William Johnson, October 14, 1816, K:7

Capt. John Johns's fence on the Nashville Road to Murfreesborough

James Lewis, July 17, 1815, H:192

McCoy's Mill to the road from Stones River to Francis Youree's

David Hannes (Haynes), January 9, 1816, I:115

Nimrod Minifee's house to Hardeman's Mill; from Nimrod

Minifee's house to William Bowman's

Joseph Bowman, January 15, 1816, I:160

Nimrod Minifee's house to Hardeman's Mill; from William Bowman's to Hardeman's Mill

Matthew McClanahan, January 15, 1816, I:160

Constant Hardeman, January 25, 1817, K:200

The county line to John Adcock's

Richard Wright, date unknown, I:5

William Vinson, October 9, 1815, I:5. This road might be the same as the road from the crosspath from John Adcock's to William Vincent's to the county line. C:168.

Murfreesborough to the Nashville Road; from Campbell Tucker's old place to the top of the ridge between there and John Tucker's

James Olliver, October 9, 1815, I:13

Road's name is unascertainable from research

Cederick Moore, date unknown, I:25

Alfred Moore, October 15, 1815, I:25

William Nash's to Higgins's; from Stones River to the Davidson County line

Burwell Perry, October 10, 1815, I:27

APPENDIX B

Bedford County line at the head of Long Creek to Murfreesborough; from the head of Long Creek to the southeast corner of Overton's field

Robert Clark, April 15, 1816, I:227

Bedford County line at the head of Long Creek to Murfreesborough; from Overton's field to the Nashville Road

Robert Miller, April 15, 1816, I:227

Bedford County line at the head of Long Creek to Murfreesborough; from the Nashville Road to the center of Long Creek

William Johnson, April 15, 1816, I:227

Bedford County line at the head of Long Creek to Murfreesborough; from the center of Long Creek to Henry McCoy's house

Henry McCoy, April 15, 1816, I:227

Henry Norman, April 15, 1817, K:255

James Jones's house, where the road from McMinnville ends, to John Clark's; from the Williamson County line near John Clark's to James Watson's

John Clark, January 9, 1816, I:114

Capt. Allsea Harris, October 15, 1816, K:26. This reference stated that Harris was responsible for the road from Thomas Nash's to John Clark's on the Williamson County line. K:26

James Jones's house, where the road from McMinnville ends, to John Clark's; from the river at James Watson's to James Jones

Aaron Webb, January 9, 1816, I:114

The Lebanon Road at Brawley's Mill to the Shelbyville Road at Dug Hollow; from the Lebanon Road to William Binem's house

James Letton, April 15, 1816, I:231

The Lebanon Road at Brawley's Mill to the Shelbyville Road at Dug Hollow; from William Binem's to Dug Hollow

William Binem, April 15, 1816, I:231

Through the town of Jefferson to the low water mark at the West Fork ford

Captain Parker, January 12, 1816, I:138

Cannon Street in Murfreesborough to Ready's Mill Road

William Powell, July 16, 1816, I:351

Bennett Smith, January 25, 1817, K:202

Road's name is unascertainable from research

Abraham Herring, date unknown, I:143

Nimrod Jenkins, January 12, 1816, I:143

APPENDIX B

New Wilson County line to the old Wilson County line near David Key's house

David Keys, April 10, 1816, I:209

William Edwards's to the Wilson County line

John Bishop, April 12, 1816, I:215

Bowman's Mill to Abbott's Mill

James Elliot, April 15, 1816, I:226

Big Creek to the Indian Camp

John Bean, October 10, 1814, I:242

Thomas Summers, April 16, 1816, I:242

Samuel Jacobs, July 21, 1817, L:75

James Gillispie to the Williamson County line

William Spann, July 15, 1816, I:329

William Wallace's to Murfreesborough

John Davidson, date unknown, I:331

John Wallace, July 15, 1816, I:331. A later reference to the road stated that it was from a mile post east of Murfreesborough to William Simpson's old store on the Readyville Road. L:75

Hurricane Creek to the Davidson County line

Edward Gregory, July 16, 1816, I:353

Thomas Neal, July 15, 1817, L:45

West Fork of Stones River to Thomas Nash

John Clark, date unknown, K:25

Travis Nash, October 15, 1816, K:25

Banton's ferry to the Davidson County line towards Franklin

William Griffin, date unknown, K:72

Hezekial G. Cook, October 22, 1816, K:72

Stones River to Major Abbott's to the Wilson County line towards Lebanon

Thomas L. Woods, January 13, 1817, K:126

Noah Lilly's to the Warren County line

Henry Bowyer, January 14, 1817, K:147

Isham Cherry, July 18, 1817, L:67

Howard's Line to intersect the road leading to Wilson's Shoals

John Smith, January 20, 1817, K:168

John Stockard's to Hurricane Creek

C. Cotton, January 20, 1817, K:177

APPENDIX B

Nelson's Mill to Harpeth Lick; from Owen Edwards's to the county line above James Gillispie

Thompson Fulks, January 20, 1817, K:166

Murfreesborough to Readyville

John Wilson, John Smith, and Anderson Searcy, April 17, 1817, K:268. The grand jury returned a presentment against these overseers. K:268

Crosthwait's Mill on the Stage Road to where the road crosses the West Fork of Stones River and the junction of the East and West Forks of the Stones River to the West Fork on the road to Bowman's Mill

Walter Keeble, July 21, 1817, L:80

Lebanon to Readyville; from the Wilson County line to the north end of Capt. William Doran's land

William A. McLin, date unknown, L:60

Capt. John McKnight, July 17, 1817, L:60

Lebanon to Readyville; from the north end of Capt. William Doran's land to the creek at David McKnight's still house

William Doran, July 17, 1817, L:60

Lebanon to Readyville; form the creek at David McKnight's still house to the East Fork of the Stones River below Ready's Mill

James McKnight, Sr., date unknown, L:61

James McKnight, July 17, 1817, L:61

Cripple Creek to the old road from Jefferson to Readyville

Charles Ready, July 21, 1817, L:75

Frederick Barfield's to the road from McCoy's Mill to the Wilson County line

Andy Hall, date unknown, L:125

Joseph Scarbro, July 25, 1817, L:125

Boiling Fisher's Mill on the West Fork of Stones River to the Shelbyville Road towards Murfreesborough

Boiling Fisher, September 13, 1819, N:231

The west end of Main Street in Murfreesborough through the plantation of Capt. William Lytle to where the Franklin Road crosses the West Fork of the Stones River

Gen. Robert Purdy, March 13, 1820, O:180

Murfreesborough to Gallatin

Cunningham Smith and Robert Smith, July 21, 1823, S:3

APPENDIX B

Murfreesborough to Telford's Mill
H. D. Jamison, July 21, 1823, S:7

Hardeman's Mill to the old Jefferson to Nashville Road at Fawcett's
James Hart, January 26, 1824, S:225

Constant Hardeman's Mill to William Bowman's
James Henderson, January 26, 1824, S:225

Overall's Creek at John Smith's Mill to Stewart's Creek
Zachariah Posey, date unknown, S:225
James B. Henry, January 26, 1824, S:225

Tucker's Blacksmith Shop to Stroud's on top of the hill
Jonathan Jones, October 17, 1825, T:361

The top of a ridge near John Reeves to a road at John Earwood's
David Hall, January 16, 1826, V:17

McCulloch's Mill to Barfield's old place
Burwell Ganaway, date unknown, V:113. Ganaway was the overseer during 1826. V:113

APPENDIX C

VERIFICATION OF THE LOCATIONS OF SELECTED
ROAD TERMINI LISTED IN APPENDIX A

The purpose of this appendix is to document the locations of selected road termini listed in appendix A. Entries are made alphabetically under individual names. Reference to information in the Rutherford County, Tennessee, Deed Books is cited as DB with volume and page number. All dates are indicated in numbers (month, day, year).

To show the location of the road termini, exchanges of land are traced up to the time of publication of the Map of Rutherford County, Tennessee (Philadelphia, Pa.: D. G. Beers and Co., 1878); and the civil district (CD) is mentioned if not included in the deed reference.

Cemetery records cited are found in Rutherford County, Tennessee, Cemeteries, 3 vols. (Murfreesboro, Tenn.: Stones River Chapter SAR and Rutherford County Historical Society, 1975); and the volume and page number are shown. The cemetery name and the 7.5 minute quadrant of the USGS map are also given. Reference to any other source is given in full in the entry where it appears.

David Abbott's Mill

DB 2:236, Richard W. Cummins and others, including David Abbott to Granville S. Pierce, 10-21-1831, 700 acres.
Map of Rutherford County, CD 15, G. S. Pierce.

Rev. Jesse Alexander

DB 7:305, Jesse Alexander to Elias A. Elder, 2-16-1855, 1 acre in town of Milton, CD 16.

DB 10:95, W. B. White and Jesse Alexander to S. S. Alexander, 2-23-1858, lot in Milton.

Cemetery Records 2:31, Jesse Alexander, 1-15-1784 to 6-16-1863, Cook Cemetery, Milton Quad., USGS Map.
Map of Rutherford County, Milton.

Pritchett Alexander

DB 5:577, Pritchett Alexander and others to Henry Norman, Trustee for Union Hill Academy, 7-17-1852, 3 acres in CD 11.
Map of Rutherford County, Union Hill Academy in CD 11.

APPENDIX C

Charles Anderson

DB 17:605, Henderson Anderson, Executor for Charles Anderson to J. L. Miller, 5-13-1871, 45 acres in CD 20. Map of Rutherford County, "J. L. M.," in CD 20.

Lewis Anthony

DB H364, Lewis Anthony to John Gadaway, 9-5-1812, tract at the mouth of Overall's Creek, north of the West Fork of Stones River. Deed mentions Cummins Old Road.

Peter Arnold

DB S:135-136, Peter Arnold, Sr., to John Gilmore, 2-18-1830, 50 acres.

DB 3:373, John D. Gilmore and William H. Gilmore to Hiram Pearson, 1-31-1840, 39 acres in CD 20.

DB 2:459, Peter Arnold to Thomas Arnold, 4-20-1846, 50 acres. Deed mentions John D. Gilmore's land.

Map of Rutherford County, CD 20, Hiram Pearson and John D. Gilmore.

Humphrey Baker

DB 0:393, Humphrey Baker to Daniel Winsett, 9-1-1822, 100 acres on the waters of Stewart's Creek.

DB R:411, Daniel Winsett to Franklin McLaren, 10-22-1827, 100 acres on the headwaters of a branch of Stewart's Creek.

DB W:21, Franklin McLaren to Donelson Sanders, 12-22-1836, 100 acres.

DB W:22, Donelson Sanders to Richard B. Vaughn, 1-28-1837, deed of trust for 100 acres in CD 8.

DB 13:269, James Vaughn, son of R. B. Vaughn, to John A. Maxwell, 9-29-1865, 99 acres in CD 8.

Map of Rutherford County, CD 12, J. A. Maxfield.

Frederick Barfield

DB H:262, Frederick Barfield and Joel Dyer, processing survey and land plat included in the deed, 11-21-1807, 3760 acres between the main West Fork of Stones River and the east fork of the West Fork of Stones River.

DB L:415, Frederick Barfield to Daniel Marshall, 9-11-1810, 324 acres on the waters of the West Fork of Stones River including Marshall's Knob. (Refer to Daniel Marshall in this appendix.)

DB M:221, Frederick Barfield to John McIver, 3-1-1820, 571 acres.

DB 2:373, John McIver to Alfred Miller, 1-3-1846, 647 acres in CD 11.

Map of Rutherford County, CD 11, A. Miller Est.

APPENDIX C

John Barklay (Barkley)

DB Z:496, John Barkley and Andy Barkley to Dennis Hogwood, 2-21-1842, 81 acres in CD 17. Deed mentions Knox's Spring.

DB 8:194, Dennis Hogwood to Adam McElroy, 5-16-1856, 25 acres in CD 17.

Map of Rutherford County, CD 17, Dennis Hogwood.

James Bass

DB R:435, James Bass, division of land, 1-1827, 537 acres divided into seven equal parts, one part to James Bass.

DB U:566, Benjamin Bass, executor for James Bass to James Bass, Jr., 10-12-1835, 217 acres. Deed mentions road leading to Anthony's Mill.

DB W:333, James Bass to William Smith, 12-7-1832, 230 acres. Deed mentions a road from Murfreesborough to Anthony's Mill.

DB 18:289, Miss Eliza L. Bass to A. W. Blackman, 2-20-1872, lots 4 and 7 in division of land belonging to James Bass in CD 17. Deed mentions Nashville and Shelbyville Road.

Map of Rutherford County, CD 17, A. W. Blackman.

Jesse Bean

DB K:113, Jesse Bean to Joseph Thompson, 2-16-1813, 120 acres on the East Fork of Stones River at the mouth of Cripple Creek.

DB Q:31, Joseph Thompson to John Alexander, 5-17-1817, 68 acres on the East Fork of Stones River at the mouth of Cripple Creek.

DB S:17, John Alexander to Lemuel Reed, 2-7-1829, 100 acres at the mouth of Cripple Creek. Deed mentions the main road to Nashville.

Map of Rutherford County, the mouth of Cripple Creek on the East Fork of Stones River.

Black Fox's Camp

Map of Rutherford County, Black Fox's Spring.

Samuel P. Black

DB O:315, Matthew McClanahan, Sheriff to Samuel P. Black, 7-6-1822, 464 acres on the East Fork of Stones River.

DB R:419, Samuel P. Black to Harry L. Douglass, 6-21-1828, 414 acres on the south side of the East Fork on the tract that Black lived on.

DB S:359-360, Harry L. Douglass to Samuel P. Black, 6-17-1831, 414 acres on the East Fork of Stones River, the same as R:419.

DB 8:60, John A. Wilson and others, heirs of Samuel P. Black to Thomas C. Black, 9-10-1853, 214 acres in CD 9 on the East Fork of Stones River.

APPENDIX C

DB 17:193-194, T. C. Black to W. P. Coleman, 5-13-1870, 164 acres in CD 9 on the East Fork.

Cemetery Records 1:9, Samuel Black, 4-27-1775 to 8-31-1857, Black Cemetery, Walter Hall Quad., USGS Map.

Ingram Blanks

DB R:49-50, Division of Ingram Blanks's land between John Lytle and Joseph T. B. Turner, 7-1826, plat of 725 acres.

Cemetery Records 3:74, Ingram Blanks 12-18-1775 to 12-12-1825, Lytle-Blanks Cemetery, Rockvale Quad., USGS Map.

Thomas Y. Blood

DB Y:286, T. Y. Blood to John P. Sharp. Deed of gift of two tracts of land, 4-15-1840; first tract 221 acres and second tract 20 acres on the West Fork of Stones River. The deed mentions a main big road.

DB 2:187, Fantleroy Henry and others to Richard D. McCullough, 5-5-1845, 226 acres on the east fork of the West Fork of Stones River. The tract was known as the old Young-blood tract bought from J. P. Sharp.

DB 9:184-1825, R. D. McCullough to J. E. Hallyburton, 2-28-1857, 205 acres on the West Fork of Stones River. The deed mentions a road.

Map of Rutherford County, CD 11, J. E. Hallyburton.

Reading Blount

DB M:31, Division of Reading Blount's 5,045-acre tract of land, 7-1817; the plat of land is easily transferred to a modern map.

Map of Rutherford County, CDs 9 and 21, vicinity of J. Larance, west to Sulphur Spring, and A. B. Jones, north of T. Black.

Samuel Bowman's Mill (two locations)

DB S:456, Samuel Bowman to James Elliot, 8-18-1831, 43 acres including mills on the West Fork of Stones River.

DB W:57, James Elliot's executors to Fantleroy Henry and Beverly W. Henry, 1-25-1837, 40 acres including mills and a cotton gin on the West Fork of Stones River.

DB 2:564, Fantleroy Henry to Beverly W. Henry, 10-6-1846, 20 acres including mill and cotton gin on the West Fork.

DB 16:147, B. W. Henry to Medicus Ransom, 11-4-1868, 110 acres on the West Fork. The deed mentions the bridge of the Salem Turnpike and the old mill dam.

Map of Rutherford County, CD 11, "Dr. M. R."
(second location)

DB O:460, Samuel Bowman to James Richardson, 1-16-1823, 95 acres on the east side of the West Fork beginning at the mouth of Overall's Creek. The deed refers to Cummins's old road.

APPENDIX C

DB S:118, Samuel Bowman, plat of survey, 2-19-1830,
 493 acres including mill and mouth of spring branch.
 Map of Rutherford County, mouth of Overall's Creek on
 the West Fork of Stones River.

William Bowman

DB S:234, William Bowman to Ephram H. Foster, deed of
 trust, 11-23-1830, 300 acres on the West Fork of Stones
 River where William Bowman lived.

DB U:85-86, Ephram H. Foster to Samuel Bowman, 5-29-1834,
 acreage unknown, located near a dry branch at the Silver
 Spring. The deed mentions a schoolhouse. The Walter Hill
 Quad., USGS Map refers to a Silver Springs School on Florence
 Road.

DB U:361, William H. Bowman to James Avant, 2-16-1835,
 145 acres on Overall's Creek, west of where it empties into
 the West Fork of Stones River.

DB 2:472, William H. Bowman to Thomas Hord, 4-20-1842,
 35 acres south of the West Fork of Stones River.
 Map of Rutherford County, CDs 6 and 9, Mrs. Hord.

Isaac Brooks

DB U:59, Isaac W. Brooks to James M. Kilpatrick,
 9-5-1832, 50 acres on the waters of Bradley's Creek.

DB Y:414, James Kilpatrick to William Pyland, 4-6-1841,
 30 acres on the waters of Bradley's Creek.

DB 2:528, William Pyland to James Hill, 12-20-1845, 42
 acres on the north side of Bradley's Creek.

DB 4:146, James Hill to R. J. Allen, 9-6-1849, 95 acres
 in CD 16.

DB 11:469, R. J. Allen to James H. Matthews, 3-31-1859,
 95 acres in CD 16.

Map of Rutherford County, CD 16, J. Matthews.

John Brown

DB K:237, John Brown to William Stokes, 1-20-1814, 3
 acres on a branch of Stewart's Creek. The deed mentions a
 road.

DB K:240, William Stokes to Jesse Sullivan, 7-1815,
 100 acres on a branch of Stewart's Creek. The deed men-
 tions John Brown's northwest corner.

DB O:533, Jesse Sullivan to Robert Burnett, 8-29-1822,
 99 acres on a branch of Stewart's Creek. The deed mentions
 John Brown's northwest corner.

DB S:61, Robert Burnett to William Goodman, 10-2-1827,
 99 acres.

DB 2:59, William Goodman to John Mullins, 2-18-1843,
 142 acres on the Nashville, Murfreesboro, and Shelbyville
 Turnpike.

Map of Rutherford County, CD 3, J. Mullins.

APPENDIX C

Brooking Burnett's Mill

DB K:221, Thomas Shute to A. M. Degraffinread, 5-27-1814, 320 acres on Stones River. Deed refers to Brooking Burnett's Mill at the mouth of Hurricane Creek.

Burrus Meeting House

Map of Rutherford County, CD 7, Asbury Church.

Samuel Campbell

DB W:354, Samuel Campbell, Sr., to Samuel Campbell, Jr., 8-4-1837, 437 acres on the Little West Fork of Stones River.

DB 23:259-260, Partition deed of Samuel Campbell, deceased, 1-1-1876, 467 acres divided among George E. Campbell, W. E. Campbell, D. S. Campbell, J. H. Campbell, and Mrs. E. H. Campbell's dower lot. The deed mentions the Murfreesboro-Shelbyville Road, a graveyard, and the west bank of Stones River.

Map of Rutherford County, CD 11, W. E. Campbell.

Ben Carr's Mill

DB R:16, Ben Carr to James Snell, 4-3-1813, 53 acres on the east side of Overall's Creek near the road from Franklin to Fox's Camp.

DB S:40, Ben Carr to Deveraux Jarratt, 1-31-1828, 100 acres on the east side of Overall's Creek and the west side of a dry branch. Jarratt had to keep open a road from the Murfreesboro Road leading by Widow Smith's to the present new mill owned by Carr or William H. Lawrence.

DB S:410, Deveraux Jarratt to John Ransom, 12-10-1830, 100 acres.

DB 7:352, John R. Ransom to James B. Moore, 6-12-1853, 54 acres in CD 12 beginning at the old Snell ford on Overall's Creek.

DB 8:264, J. B. Moore to L. M. Grigg, 6-20-1856, 28 acres beginning near the southwest corner of the old Snell tract.

DB 8:579, L. M. Grigg to Joseph Ransom, 2-5-1852, 30 acres, part of the old Snell tract.

DB 13:64-65, L. M. Grigg to J. B. Kimbro, 10-24-1864, two tracts of 273 acres and 26 acres on the west side of Overall's Creek.

Map of Rutherford County, CD 12, "J. R.," "J. B. K."

Richard Caswell

DB G:121, Richard Caswell to William Caswell. The deed book is missing.

DB S:615-616, Benjamin McCulloch to William R. Caswell, 2-15-1832, 260 acres on the West Fork of Stones River.

DB W:372, William Caswell to Benjamin McCulloch, 12-10-1833, 260 acres on the West Fork.

APPENDIX C

DB 7:391, B. W. McCulloch to William C. Fletcher, 4-13-1855, 249 acres beginning at Thomas Rideout's northeast corner.

DB 10:615, P. A. Perkins to Sarah McCulloch, 12-27-1859, portion of the house tract of Benjamin McCulloch.

DB 16:27-28, John E. Dromgoole, Administrator, 3-12-1868, 300 acres in CD 11. Land divided into three parcels and allotted to Sarah McCulloch, Ellen P. Patterson, Sarah A. Perkins. Deed includes plat of survey.

Map of Rutherford County, CD 11, southeast of T. Rideout, the plat of survey of 16:27 fits the map.

Benjamin Clayton (two tracts of land)

DB 13:345, Benjamin Clayton, Executor to M. B. and Joshua Jordan, 11-15-1865, 183 acres except 1/8 acre for a graveyard.

DB 15:378, Benjamin T. Clayton, Executor for Benjamin Clayton to M. B. Jordan, 2-26-1868, 183 acres in CD 21 on Bushnell's Creek. The deed mentions an old road, probably an old dirt road from Murfreesboro to Jones' Crossroads, DB 10:187.

Cemetery Records 2:21, Benjamin Clayton, 9-1796 to 4-1864, Clayton-Vaughn Cemetery, Lascassas Quad., USGS Map.

Map of Rutherford County, CD 21, J. Jordon and M. Jordon. (second tract)

DB U:199, Benjamin Clayton to Levi S. Underwood, 5-21-1832, 200 acres near the West Fork of Stones River. The deed mentions the Jefferson Road.

DB 8:297, L. and E. Underwood to William D. Underwood, 1-19-1854, 200 acres near the West Fork. The deed mentions Samuel McFadden and the Jefferson Road.

DB 8:298-299, William D. Underwood to James M. Tompkins, 9-12-1856, 200 acres.

DB 15:357, James M. Tompkins to the United States of America, 2-10-1868, 8 acres in CD 9 in the vicinity of the Stones River Cemetery.

Map of Rutherford County, CD 9, vicinity of the Stones River National Cemetery.

John Coffee

DB L:514, John Coffee to Shelton Crosthwait, 1-4-1819, 28 acres on the south bank of the East Fork of Stones River. The deed mentions Crosthwait's Mills and Bunkley's old ford.

DB S:95-96, John Coffee to John C. Harris, 10-27-1829, 500 acres on the East Fork's north bank and in vicinity of Gum Spring.

DB S:96-97, John Coffee to Robert D. Harris, 10-27-1829, 414 acres on the East Fork.

DB 2:333-334, Robert D. Harris to John C. Harris, 11-15-1845, 420 acres in CD 5.

Map of Rutherford County, CD 5, J. C. Harris, Jr.

APPENDIX C

John Covington

DB 8:242-243, William F. Covington, Executor for John Covington to William S. F. Posey, Jr., 7-14-1856, 127 acres on the Murfreesboro-Franklin Road, except for 1/8 acre for a graveyard.

Cemetery Records 3:150, John Covington, 2-15-1772 to 6-21-1817, Wray-Covington Cemetery, Rockvale Quad., USGS Map. Map of Rutherford County, CD 12, R. D. Snell, reference DB 8:243-244.

Shelton Crosthwait's Mill

DB L:237, Shelton Crosthwait to John Caufield, 6-6-1818, 40 acres lying on the east side of Stones River north of the East Fork and at the junction of the rivers.

DB S:79-84, Elizabeth Crosthwait, writ of dower as widow of Sheldon Crosthwait, 5-24-1826, 1,507 acres north and south of the East Fork of Stones River. The writ mentions Bunkley's old ford and the mills. It also has a plat of survey which matches with the map.

Map of Rutherford County, CDs 5 and 9, P. Greech, O. Ridley, and G. Bell.

John Cummins's Mill (two tracts of land)

DB E:93, Samuel McBride, Sheriff to Thomas Yardley, 7-7-1807, an execution against the heirs of John Cummins for 225 acres.

DB 4:159, Thomas Yardley to Robert B. Jetton, title bond, 8-18-1849, 184 acres on the waters of Lytle's Creek and the Fox Camp Branch, except for 30 square feet for a graveyard.

DB 5:192, Thomas W. Yardley and James H. Kelton to Robert B. Jetton, 9-10-1851, 184 acres in CD 18 on the Fox Camp Branch.

DB 14:442, R. B. Jetton to W. J. Carney, 10-11-1861, 169 acres in CD 18 beginning near Black Fox Camp Spring Branch and on the Murfreesboro and Manchester Pike.

Map of Rutherford County, CD 18, W. J. Carney.
(Mill Site)

Murfreesboro (Tenn.) The Courier, 5 September 1832, p. 4. Cummins's Mill was located near Abbott's Mill. The mill was advertised in a sheriff's sale.

Map of Rutherford County, CD 9, north of Dr. T. C. Black.

Luckett Davis

DB Z:171-172, Luckett Davis, Jr., to Samuel M. Copeland, 3-2-1842, 270 acres near Stewart's Creek. The deed mentions the Olive Branch Spring and the old Nashville Road.

DB 2:656, Luckett Davis to Thomas James, 8-20-1846, 33 acres on the waters of Stewart's Creek. The deed mentions the Rock Springs Road.

DB 15:220-221, Luckett Davis to Isaac L. Davis, 11-18-1867, 55 acres in CD 4.

APPENDIX C

DB 16:626-627, R. C. Noland, Trustee for Luckett Davis to Wiley Brown, 10-18-1869, 11 acres in CD 4.
 Map of Rutherford County, CD 4, W. Brown and L. Davis.

Abraham DeGraffenread's Rafting Ground

DB K:221, Thomas Shute to A. M. DeGraffenread, 5-27-1814, 320 acres on Stones River in CD 1, formerly of Davidson County at the mouth of Hurricane Creek.

Map of Rutherford County, the mouth of Hurricane Creek.

David Dickinson's Mill

DB O:185-187, David and Fanny N. (Murfree) Dickinson to James Maney, 1-17-1822, 708 acres on the main West Fork near Murfreesboro where the commissioners' old line crosses the river.

DB W:127, David Dickinson to James Holmes, 3-9-1837, 315 acres on the waters of the West Fork of Stones River. The deed mentions Dr. Maney's residence on the commissioners' line as the southeast corner of the tract. DB X:333 refers to the stage road from Murfreesboro to Jefferson and David Dickinson's line.

Map of Rutherford County, CDs 13 and 21, Hon. C. Ready.

Gen. Joseph Dickson

DB H:189-190, Joseph Dickson to William A. Sublett. The deed was registered 2-4-1812, 149 acres beginning on the southwest corner of the tract that Dickson lived on and north with Reading Blount's service tract. Relate this deed to Reading Blount's 5,045-acre tract.

DB O:33, Joseph Dickson to Cader Demend, 5-9-1821, 100 acres on Bushnell's Creek.

DB 17:311, Estate of Cader Dement to Henry B. Kirby (Kerby), 7-19-1853, acreage unknown.

Map of Rutherford County, CD 21, H. Kerby and B. C. Reeves.

Edward Donoho

DB O:374-375, Edward Donoho to Samuel Dickson and F. N. W. Burton, deed of trust, 8-8-1822, 688 acres on Bradley's Creek on line dividing Wilson and Rutherford counties.

DB 10:296-298, Robert E. Donoho and others, compromise deed with J. W. Price and others, 1-1859; Parthenia Price, wife of John W. Price, was the widow of Edward Donoho, Sr. There was no mention of land in this transaction.

Map of Rutherford County, CD 16, "J. P."

William Doran

DB Y:32, Mary Doran and others to John S. Cook, 2-10-1835, 252 acres on the waters of Bradley's and

APPENDIX C

McKnight's Creek. The deed mentions Jesse Alexander's south corner.

DB 2:508, Charlotte Cook to David M. McKnight, 2-14-1846, 25 acres in CD 17.

DB 2:509, Charlotte Cook to Jesse Alexander, 2-14-1846, 12 acres in CD 17, beginning on the east and south boundary of Jesse Alexander.

DB 3:458, David M. McKnight to James H. Cook, 12-27-1847, 25 acres in CD 17.

DB 17:268, J. H. Cook to W. W. McKnight, 9-23-1868, 7 acres in CD 17.

Map of Rutherford County, CD 17, W. McKnight.

Double Springs

Map of Rutherford County, CDs 18 and 21.

George Douglas

DB H:128, George Douglas to John P. James, 7-10-1811, 100 acres on the waters of Stewart's Creek.

DB 4:352-353, John P. James to John Pope, 12-27-1849, 115 acres.

DB 4:786-787, John Pope to Jackson Smith, 1-21-1851, two tracts of land including one purchased from John P. James.

DB 17:447-448, Edwin Arnold, Sheriff to John Woods, 1-7-1871, 440 acres of Henry Bridges and wife N. M. N. B. Bridges, widow of Jackson Smith, in sheriff sale of land, the property of N. M. N. B. Bridges.

DB 17:456-457, John Woods to Thomas Batey, 1-7-1871, 440 acres. John Woods was trustee for Mrs. Bridges. The land was bounded on the north by J. R. Dillin, on the east by Levi Wade, on the south by the lands of the late James Bass, and on the west by James B. Smith's heirs.

DB 20:353, Thomas J. Batey to James J. Bass, 10-12-1874, 154 acres in CD 7.

Map of Rutherford County, CD 7, J. J. Bass.

Robert H. Dyer

DB K:204-205, Robert H. Dyer and Joel Dyer to Samuel Harris, 9-19-1814, 220 acres on waters of the east fork of the West Fork of Stones River north of the military line.

DB L:240, Samuel Harris to Joseph Poindexter, 9-25-1818, 220 acres.

DB O:133-134, Joseph Poindexter to William Henderson, 2-2-1821, 40 acres on the waters of Lytle's Creek. The deed mentioned that the land was bought from Samuel Harris.

DB S:446, Joseph and James M. Poindexter to William Poindexter, 2-4-1831, 90 acres on McCoy's Fork of Stones River, located south of tract belonging to the heirs of William Henderson.

APPENDIX C

DB W:611, Joseph Poindexter to Abner Summers, 12-1-1837, 10 acres near Pilot Knob on the waters of the West Fork of Stones River.

DB W:600, Joseph Poindexter to Willis Snell, 2-21-1838, deed of trust for 237 acres.

Map of Rutherford County, CD 18, W. Snell and J. F. Henderson.

John Edwards

DB L:449, John Edwards to Samuel Morton, 12-25-1815, 169 acres on the waters of Stewart's Creek in the second and third range. The deed mentions a tanyard.

DB 17:479-480, John C. Bostick to William C. Wood, 1-19-1867, 8 acres, part of a tract formerly owned by Dr. Samuel Morton.

Map of Rutherford County, CD 4, W. Woods.

Capt. Owen Edwards

DB W:60, Owen Edwards to Thomas Nelson, 2-9-1835, 130 acres on Stewart's Creek and a branch of Stewart's Creek. The deed mentions a road.

DB 5:438-439, John Nelson and Arthur H. Edwards, Executors of Thomas Nelson, deceased, to Thomas H. Edwards, 5-8-1851, 570 acres on Stewart's Creek beginning at an old mill pond of Thomas Nelson's mill, formerly Anthony's Mill. The deed mentions lane, branch, and a bridge below Blue Spring.

DB 5:610, Thomas H. Edwards to Arthur M. Edwards, 9-1-1852, 570 acres in CDs 4 and 7.

DB 15:527, A. M. Edwards to Thomas Edwards, 5-16-1860, 1 acre including the mill house.

DB 11:411, A. M. Edwards to Nancy Edwards, trust deed, 3-19-1860, 23 acres. The deed mentions a road and Stewart's Creek.

DB 20:367, W. T. Edwards, son of A. M. Edwards, to J. W. Edwards, 10-23-1874, 97 acres in CD 4, bounded on the east by Stewart's Creek.

Map of Rutherford County, CDs, 4 and 7, T. Edwards, Mrs. Edwards, and J. W. Edwards.

John Elliot

DB 2:168, John Elliot to John P. Erwin, Trustee for Theodore Shultz, 1-1-1837, 197 acres on waters of Overall's Creek. The deed mentions a road from Murfreesboro to Nashville.

DB 2:448-449, B. H. Sheperd, Marshal, to Theodore Shultz, 3-6-1843, same entry as DB 2:168.

DB 3:634, Theodore Shultz to Thomas Hoard, 6-30-1846, 280 acres on the east side of Overall's Creek. Deed mentions a road from Murfreesboro to Nashville.

Map of Rutherford County, CD 9, Mrs. Hoard.

APPENDIX C

James S. Fawcett

DB Q:518-519, James S. Fawcett to Thomas Neal, 2-26-1825, 15 acres on the waters of Stewart's Creek. The deed mentions the big road leading from Nashville to Jefferson and the old Taylor Trace.

DB 4:328, James S. Fawcett to Archibald Fawcett, 11-30-1849, 79 acres in CD 3.

DB 13:322, A. B., William R., and James Fawcett to John Gowen, 10-25-1865, 112 acres in CD 3. The deed mentions the Jefferson Pike.

Map of Rutherford County, CD 3, J. Gowen.

Boiling Fisher's Mill

DB U:498, Boiling Fisher to M. H. Fletcher and John Chappell, 1-20-1835, 115 acres on Stones River.

DB Z:93, Mumford H. Fletcher's heirs to John Chappell, decree of title, 11-9-1840, 115 acres. Stephen A. Smith purchased part of the Boiling Fisher tract except for 8 acres including the mill which was sold to Fountain S. Mayfield. Smith sold the land to Harrison Owen, who sold it to John Chappell.

DB 1:117, John Chappell to John D. Webb, 1-2-1843, 64 acres on the waters of the West Fork in CD 11.

DB 2:634, John D. Webb to Robert M. Smith, 12-7-1846, 6 acres on the West Fork. The tract began at the south end of Fisher's old mill dam.

DB 20:550-551, J. D. Webb to May Cooper, 2-15-1875, 40 acres in CD 14 on the waters of Stones River.

Map of Rutherford County, the mill near the boundary of CDs 11 and 14.

John Fleming

DB N:44, John Fleming to Samuel Fleming, 6-3-1820, 320 acres on the east side of the West Fork of Stones River.

DB R:209-210, Samuel Fleming to William G. Parrish and Turner B. Henley, 12-22-1825, 320 acres on the West Fork of Stones River.

DB W:34, William G. Parrish and Turner B. Henley, agreement to divide land, 2-1-1826, 160 acres each.

DB W:38, William G. Parrish to Lewis Garner, 2-4-1837, 160 acres.

DB S:270, Turner B. Henley to Lewis Garner, 9-6-1830, 125 acres on the waters of the West Fork of Stones River.

DB 13:72, Ransom and Garner to M. L. Fletcher, 12-15-1862, 61 acres in CD 14. The deed mentions the Murfreesboro and Shelbyville Road and the Stones River.

DB 14:130, Minas L. Fletcher to Abel Davis, 11-5-1864, 151 acres in CD 14. The deed mentions the Shelbyville Road.

DB 14:405, Minas L. Fletcher to Abel Davis, 12-10-1866, 24 acres in CD 14. The deed mentions the Stones River.

DB 15:235, Minas L. Fletcher to Abel Davis, 12-9-1867, 43 acres in CD 14.

APPENDIX C

DB 19:203-206, Baldy Davis, Julia Davis, Charles Davis, the estate of Abel Davis, deceased, to Charles R. Davis, P. C. F. Miller, William Whitson, C. R. Ransom, C. T. Ransom, and John A. Miller, 4-9-1873, 503 acres including a plat of survey.

Map of Rutherford County, CD 14, Mrs. Davis and B. Davis.

John Fletcher

DB L:535, John Fletcher to William Loftin, 4-16-1823, 111 acres on the east side of the West Fork. The deed mentions road from John Fletcher to Charles McClain's horse mill.

DB 8:162-163, Samuel Winston to Joseph Watkins, 4-4-1856, 385 acres in CD 11. The deed mentions the West Fork of Stones River and excludes 1/2 acre deeded by John Fletcher to Rolly Morgan for a mill seat and 1/4 acre for a cemetery of John Fletcher and his wife.

Map of Rutherford County, CD 20, J. Watkins.

David Gooch

Cemetery Records 1:48, David Gooch, 4-1763 to 9-24-1831, Gooch Cemetery, Smyrna Quad., USGS Map. The cemetery is located in the 17th District of Williamson County.

Map of Rutherford County, vicinity of Mrs. M. E. Gooch in CD 3.

William Gilliam

DB X:314, William Gilliam to George A. Sublett and William Ledbetter, 3-12-1839, 87 acres on both sides of Sinking Creek. The deed mentions the Jefferson Road at a hickory marked as one mile from the court house.

DB X:476, William Gilliam to Charles Ready, Jr., 9-27-1839, 5 acres one mile north of Murfreesboro on the road from Murfreesboro to Jefferson.

DB Z:250, William Gilliam to William B. Hollowell, 1-14-1840, 4 acres one mile from Murfreesboro on the road from Murfreesboro to Jefferson.

DB 3:670, M. Spence, Administrator for William Gilliam, deceased, to Burrel Ganaway, 2-1-1841, 3 acres. The deed mentions the main road from Murfreesboro to Jefferson in 1841, and the turnpike from Murfreesboro to Lebanon.

DB 3:671, Burrel Ganaway to John Dalton, 12-20-1848, 1/2 acre in CD 13.

DB 4:291, John Dalton to Thomas L. Parrish, 12-24-1849, 1-1/2 acres in CD 13 on the Sulphur Springs Road and the Lebanon Turnpike.

Map of Rutherford County, CD 9, vicinity of J. H. Allen.

James Gillespie

DB L:271, James Gillespie to Francis Gillespie, 3-6-1818, 200 acres on Stewart's Creek.

DB T:365, Francis Gillespie to John Read. Deed book is missing.

APPENDIX C

DB W:685-686, John Read to John J. Beasley, 9-7-1837,
172 acres in CD 8.

DB Y:287-288, John J. Beasley to John H. Redd, 11-3-1839,
186 acres in CD 8.

DB 4:321, John H. Redd to James L. Anderson, 1-4-1850,
150 acres in CD 8, Deed mentions a branch and Franklin Road.
DB 7:14, James L. Anderson to Joseph M. Bennett,
5-13-1854, 226 acres.

DB 7:341, Joseph M. Bennett to James Williams, 9-15-1853,
60 acres on the waters of Stewart's Creek.

Map of Rutherford County, CD 4, Mrs. Williams and J. M.
Bennett.

Henry Goodloe

DB 2:190, Henry Goodloe to T. W. Goodloe and N. L.
Douglas, deed of trust, 10-17-1842, 400 acres on the north
side of the East Fork of Stones River in CD 17. They con-
veyed 40 acres to John L. Jetton.

DB 2:902, Lewis Jetton, Trustee to Edward Adams,
11-10-1846, Henry Goodloe conveyed in trust 300 acres on the
south side of Stones River in CD 19. The tract included
grist and saw mills. The deed mentions a wagon way from the
ford below the mills on the right bank of the river, sixteen
feet in width.

DB 5:486, Edward Adams to A. M. Alexander, 1-29-1852,
25 acres in CD 19, including the grist and saw mills and
also a free and uninterrupted wagon way from the ford below
the mills.

Map of Rutherford County, CD 19, G. Mill and A. M.
Alexander.

Jonathan Hall

DB Q:91, Jonathan Hall to William McMurry, 6-28-1824,
50 acres on the waters of Cripple Creek. The deed mentions
a mill dam, mill branch, mill distillery, and the liberty of
erecting water works of any description.

DB S:424, William McMurry to Abner Weatherly and Jacob
Wright, 10-18-1830, 50 acres, the same description as DB
Q:91.

DB S:430-431, Abner Weatherly and Jacob Wright to
Charles D. Ivey, 9-24-1831, 50 acres on Cripple Creek, the
same description as DB Q:91.

DB W:209, Charles D. Ivey to Benjamin Ivey, 5-8-1837,
50 acres, the same description as DB Q:91.

DB W:446, Benjamin Ivey to Charles D. Ivey, 11-24-1837,
50 acres, the same description as DB Q:91.

DB 1:410, Charles D. Ivey to John Stroop, 12-9-1843,
50 acres, the same description as DB Q:91.

Map of Rutherford County, CDs 19 and 21, G. Mill and
Stroop Est.

APPENDIX C

Hance Hamilton

DB O:456-457, Hance Hamilton to Isaac Wright, 2-2-1809,
 50 acres on the south side of the East Fork of Stones River.
 DB S:332-333, Hance Hamilton to Isaac Wright, 5-1-1800,
 2,000 acres on the East Fork of Stones River on the Continen-
 tal Line.

DB X:426, Hance Hamilton to Thomas Hamilton, 10-30-1810,
 570 acres on the East Fork of Stones River.

Map of Rutherford County, CD 19, vicinity of D. Parker,
 south of land owned by Isaac Wright.

Constant Hardeman

Cemetery Records 1:53, Constant Hardeman 1-3-1778 to
 8-27-1850, Hardeman Cemetery, Smyrna Quad., USGS Map. The
 cemetery is located east of the Gregory Mill Recreation site.

James Henderson

DB K:427-428, John Henderson, Administrator for James
 Henderson to Jesse Day, 10-15-1816, 83 acres on the west
 side of Armstrong's Branch and south of John Henderson's
 land.

DB R:193-194, Jesse Day to Gurnsey G. Brown, 8-25-1827,
 68 acres on the west side of Armstrong's Branch and east of
 Charles Puckett's land.

Map of Rutherford County, CD 11, north of Salem and
 south of the Puckett estate.

John Henderson

DB X:237-238, John L. Henderson to Willis Snell,
 1-18-1839, 40 acres.

DB 2:693, Willis Snell to James J. Hollowell, 1-8-1847,
 68 acres on the waters of Armstrong's Creek. The deed men-
 tions the road from Murfreesboro to Franklin on John Hender-
 son's south boundary.

DB 4:145, James J. Hollowell to William Puckett,
 9-5-1849, 68 acres, the same description as DB 2:693.

Map of Rutherford County, CD 7, Mrs. Puckett.

Samuel Henderson

DB K:200-201, Samuel Henderson to Ezekiel Ward, 4-29-1815,
 100 acres on the West Fork of Stones River. Located at the
 north end of a tract on which Samuel Henderson lived.

DB 4:573-574, John W. Leath and wife, Mary E. Leath, to
 James J. Ward, 11-25-1859, 60 acres known as lot number 10,
 deeded to Mary and Martha Ward, heirs of Ezekiel Ward.

Map of Rutherford County, CD 6, J. J. Ward.

John Henry

DB R:292-293, John Henry to William D. Baird, 12-28-1826,
 133 acres near the head of Sinking Creek on the tract that
 Henry lived on. The deed mentions the commissioners' line.

APPENDIX C

DB S:533, William D. Baird to James Maney, 4-11-1832,
20 acres.

DB 1:72, William D. Baird to Hiram Cox, 12-31-1842,
10 acres on waters of Bushnell's Creek on the road leading
from Wright's Mill to Murfreesboro.

DB 3:254, Hiram Cox to N. H. Frost, Jr., 8-30-1847,
10 acres on Bushnell's Creek in CD 21.

DB 3:211-212, Hiram Cox to E. J. Allen, 9-17-1847, 48
acres in CD 21. The deed mentions the road from Murfrees-
boro to Wright's Mill.

DB 20:364, E. J. Allen to S. M. Cherry, 10-20-1874, 164
acres in CD 21 and on Bushnell's Creek. The deed mentions
the northeast corner of Rev. E. J. Allen's home.

Map of Rutherford County, CD 21, Rev. Allen, and south-
west of the geographic center of Tennessee.

James Higgins

DB O:494, James Higgins to Mills Manor, 8-17-1822, 6
acres on the waters of Christmas Creek adjacent to the tract
on which Manor lived.

DB U:629, Mills Manor to Montfort H. Fletcher, 9-26-1829,
104 acres on the waters of the West Fork of Stones River.
The deed mentions a main road.

DB Z:332-333, Montfort H. Fletcher to heirs, Henry D.
Jamison and John Chappell, 3-1842, tract on both sides of
the West Fork of Stones River and Panther Creek.

Map of Rutherford County, CD 11, the junction of Christ-
mas Creek and the West Fork of Stones River.

Isaac Hilliard

DB S:89-90, Isaac Hilliard and wife to Jonathan Currin,
8-15-1829, 247 acres south of Murfreesboro on Lytle's Creek
and called the "Sand Spring" tract. The deed mentions that
the property line crossed the spring branch.

Map of Rutherford County, CD 13, Murfreesboro insert,
Sand Spring.

Mathias Hoover's Mill

DB Q:181-185, Order for the division of the lands of
Mathias Hoover, deceased, October term of the county court,
1824, 700 acres. Jacob Hoover received lot number 5 of 8
acres, including mill seat and mill race, six feet wide and
190 rods long.

DB 2:2, Jacob Hoover to Mathias Hoover, 7-24-1844, 20
acres in CD 24. The deed mentions the mouth of the tail
race of the mill.

DB 2:1, Jacob Hoover to Julius Hoover, 9-9-1844, 200
acres on the waters of Stones River in Hoover's Gap beginning
at the mouth of the race of the mill. The deed mentions
Fox's Branch.

Map of Rutherford County, CD 24, G. Mill in Hoover's Gap.

APPENDIX C

Robert Hunter

DB K:103-104, Robert Hunter to Anderson Searcy, 3-18-1814, 141 acres on the east side of Stewart's Creek, part of a 320-acre tract granted to William Bowen.

Cemetery Records 1:115, Anderson Searcy died, 1-22-1832, Smyrna Quad., USGS Map. The cemetery is located 250 yards east of Stewart's Creek, 1/2 mile north of an overpass bridge over I-24 on Baker Road, 1.3 miles southwest of the Old Nashville Highway and one mile past Shirly Road.

Hiram Jenkins

Jenkins's home is located at the junction of I-24 and Manson Pike. Reference: Mary B. Hughes, Hearthstones: The Story of Historic Rutherford County Homes (Murfreesboro, Tenn.: Mid-South Publishing Co., Inc., 1942), p. 26; hereafter cited as Hearthstones.

Map of Rutherford County, CD 13, J. F. Jenkins.

Nimrod Jenkins

Jenkins's land is located on Rucker Lane. Reference: Hearthstones, pp. 31, 50.

Map of Rutherford County, Miss N. and Mrs. J. M. Jenkins in CD 11.

John Jetton (two locations)

DB K:280, John L. Jetton to Hugh Kirk, 1-8-1816, 68 acres on the waters of Lytle's Creek above the Black Fox Camp.

DB 11:338, J. J. Kirk to R. P. Smith, 2-9-1860, 130 acres. J. J. Kirk was the administrator of Jane Kirk, deceased, for the tract that was owned by Hugh Kirk and dower for Jane Kirk.

Map of Rutherford County, CD 18, southeast of Black Fox Camp in the vicinity of M. Kerk.

(second location)

DB 5:103, John Work and John L. Jetton, copy of decree to divide lands, vs. Harmon James, 4-22-1851, 186 acres on McKnight's Creek.

DB 5:394, John L. Jetton to Jacob Wright, 2-23-1852, acreage unknown in CD 17 on McKnight's Creek.

DB 17:213, J. F. Fletcher, Clerk and Master of the Rutherford County Court, to Lewis Jetton, 10-1859, 30 acres of the estate of J. L. Jetton. D. B. Barr and William Sullivan were mentioned in the deed.

DB 17:233-234, Lewis Jetton, Executor of John L. Jetton, vs. Burke and others, 4-20-1870, 30 acres; W. Sullivan was mentioned in the deed.

Map of Rutherford County, CD 17, McKnight's Creek and W. Sullivan.

Robert Jetton

DB 14:168, Robert J. Jetton to James F. Fletcher, 10-12-1865, 109 acres in CD 18.

APPENDIX C

DB 14:442, Robert B. Jetton to W. J. Carney, 10-14-1861, 169 acres in CD 18 near the Black Fox Spring Branch and on the Murfreesboro and Manchester Turnpike.

Map of Rutherford County, CD 18, R. B. Jetton, J. F. Fletcher, and W. J. Carney.

Walter Keeble

DB K:315-316, Walter Keeble, Jr., to John R. Bedford, 4-1-1815, 13 acres south of Keeble's Cherry Tree Bottom tract. The deed mentions the main road from Nashville through Jefferson.

DB O:116-117, Walter Keeble to William Brady, 7-24-1821, 205 acres of the Cherry Tree Bottom tract. The deed mentions the road from Jefferson to Nashville.

Cemetery Records 1:64, Walter Keeble, no dates, Keeble Cemetery, Walter Hill Quad., USGS Map. The cemetery is located 1/3 mile west of Old Jefferson.

John Kimbro

DB H:311-312, John Kimbro to Brooking Burnett, 4-3-1812, 50 acres on the west side of Hurricane Creek, 4,125 feet from Stones River.

DB M:14, John Kimbro to William Holton, 1-1-1817, 200 acres on the north and south side of Stones River near the junction of Hurricane Creek with Stones River.

Map of Rutherford County, CD 2, vicinity of Higdon and N. Kimbro.

Sarah Rutledge Liddon

DB L:64-65, Sarah Liddon to Thomas R. Ivy and Nancy Perry, 5-12, 1817, 520 acres beginning near wagon ford on the east boundary of the original tract granted to Sarah Rutledge.

DB O:73, Petition for the partition of the land of Benjamin Liddon, 6-18-1821, 571 acres on the West Fork of Stones River. The deed includes a plat of survey.

DB O:75-78, Sarah Liddon and others to Blackman Coleman, 5-12-1821, 104 acres on the waters of the West Fork.

DB O:536, Blackman Coleman to George Calhoun, 10-22-1822, 44 acres on the West Fork of Stones River.

Cemetery Records 3:70, Benjamin Liddon 1754-1815, site of the Liddon marker stating that Benjamin Liddon was buried near this spring called Liddon Spring. Murfreesboro Quad., USGS Map. The marker is located on the east side of US 231, south of the Murfreesboro Country Club.

Map of Rutherford County, CD 18, T. Hill.

Eldridge Loftin

DB R:330-331, Eldridge Loftin to John Sneed, 8-28-1826, 100 acres on the Dry Fork of the West Fork of Stones River.

APPENDIX C

DB S:240-241, Eldridge Loftin to Jesse Sikes, 10-23-1827, 100 acres on the Dry Fork of the West Fork of Stones River.

DB 2:478, Eldridge Loftin to William Spence, 5-28-1848, 187 acres in CD 11 on a branch of the Dry Fork to include the mouth of the Dry Fork.

DB 4:74-75, Eldridge Loftin to Presley F. Batton, 6-25-1849, 263 acres in CD 20.

DB 4:517, P. F. and J. B. Batton to Samuel Winston, 5-7-1850, 263 acres in CD 20.

DB 11:64, Samuel Winston to Paul V. Johns, 1-28-1860, 106 acres in CD 11. The deed mentions a road and the West Fork opposite the mouth of the Dry Fork of the West Fork of Stones River.

Map of Rutherford County, CD 20, P. V. Johns.

Col. William Loftin

DB H:174-175, William Loftin to Eldridge Loftin, 4-18-1811, 100 acres on the West Fork. The deed mentions Colonel Loftin's Spring Branch and the main spring.

Map of Rutherford County, CD 20, the land between the Dry Fork of the West Fork and Christmas Creek.

Walter Lowe

DB R:307-308, Walter Lowe to Alfred S. Harbin and others, division of land, 1-1828, 700 acres. A plat of survey is included in the deed.

DB S:21-22, Hennrietta Lowe, dower's division among heirs, 8-12-1829, 780 acres. A plat of survey is included in the deed.

DB 2:438-439, Walter Lowe's heirs to William Lowe, 1-7-1846, 143 acres on Lytle's Creek.

DB 17:289-290, Walter Lowe to Rufus McKee, 9-15-1870, 53 acres in three tracts in CD 24 on Lytle's Creek. The deed mentions the Old Readyville Road and the Old Murfreesboro and Readyville Road.

DB 17:598, Walter Lowe to Abner Summers, 3-1871, 9 acres on Big Creek in CD 24.

Map of Rutherford County, CD 24, W. S. Lowe.

Capt. Nathan Lyons

DB Z:562-563, Nathan Lyons to James Youree and others, 11-9-1842, 1 acre in CD 23 for a good school.

Cemetery Records 2:107, Rev. Nathan Lyons, 3-12-1789 to 2-9-1857, Lyon Cemetery, Readyville Quad., USGS Map. The cemetery is located 1-1/4 miles south of the Cripple Creek Church and 1/3 mie west of the Cripple Creek Road.

Map of Rutherford County, CD 23, A. T. Harney, N. Lyons.

John Lytle (two locations)

DB R:29-31, John and Mary Lytle to William Lytle, 9-4-1826, 289 acres on the waters of Stewart's Creek, part

APPENDIX C

of a tract owned by Captain Blanks. Cain Creek is mentioned in the deed.

DB R:31-33, John and Mary Lytle to William F. Lytle, 9-4-1826, 364 acres on both sides of the West Fork. The land was located on the forks, and it was sold except for mills and 6 acres of land.

DB R:33-34, John and Mary Lytle to Benjamin McCulloch, 9-4-1826, 6 acres on both sides of the West Fork of Stones River, beginning 10 feet above the spring on the east bank of the river just below Telford's Mill.

Map of Rutherford County, CDs 11 and 13, forks of the West Fork of Stones River.

(second location)

DB R:49-50, John Lytle to Joseph Turner, division of land, 7-1826, 725 acres. The deed has a plat of survey.

DB X:301, John Lytle to Joseph T. B. Turner, 3-10-1838, 200 acres on the headwaters of Stewart's Creek.

DB X:302, John Lytle to Joseph T. B. Turner, 5-10-1838, 92 acres, part of the tract that John Lytle lived on. The deed mentions the big road from Murfreesboro to Franklin.

Cemetery Records 3:73, John Lytle 7-9-1788 to 8-31-1841, Lytle-Blanks Cemetery, Rockvale Quad., USGS Map. The cemetery is located on Highway 96, .8 mile east of the intersection with Coleman Road.

Map of Rutherford County, CD 7, Capt. J. Lytle.

Lytle's Mill

DB R:33-34, John and Mary Lytle to Benjamin McCulloch, 9-4-1826, 6 acres on both sides of the West Fork including the mills.

DB 16:27-28, John E. Dromgoole, Administrator to James G. Overall, 3-12-1868, 300 acres on the West Fork in CD 11 including three parcels allocated to the heirs of Benjamin McCulloch.

Map of Rutherford County, located north of B. W. Henry in CD 11.

Capt. William Lytle

DB H:385-386, William Lytle to Commissioners of Murfreesboro, 7-22-1812, 60 acres near Lytle's Creek, part of the tract that John Lytle lived on.

DB M:367-368, William Lytle, Sr., to John M. and Nancy Telford, 4-10-1813, 364 acres on both sides of the West Fork at the forks.

Cemetery Records 3:72, Capt. William Lytle, 2-17-1755 to 9-4-1829, Lytle Cemetery, Murfreesboro Quad., USGS Map. Cemetery is located east of the Haynes Brothers Supply Company on US Highway 41.

APPENDIX C

James ManeyHearthstones, pp. 9, 69.

Map of Rutherford County, CD 13, L. M. Maney.

Col. Daniel Marshall

DB M:210-211, Daniel Marshall to John McIver, 2-28-1820, 830 acres on which Marshall lived. The deed mentions the military line.

Map of Rutherford County, CD 11, Marshall's Knob.

Matthew McClanahan

DB U:293-294, Matthew McClanahan to Samuel McClanahan, 1-15-1835, 200 acres on the headwaters of Bushnell's Creek, known by the name of Double Springs, east of Murfreesboro.

DB R:270, Matthew McClanahan to Samuel McClanahan, 8-20-1827, 106 acres of the tract where Matthew McClanahan lived.

Map of Rutherford County, CDs 18 and 21, vicinity of Double Springs.

Ezekiel McCoy's Mill

DB M:172, Ezekiel B. McCoy to Thomas Y. Blood, 1-2-1819, 100 acres.

DB U:13, Thomas Y. Blood to Charles Anderson, 12-27-1837, 100 acres on the south side of Stones River. Refer to Anderson and Blood.

Map of Rutherford County, CD 11, vicinity of Mrs. M. J. Anderson.

Henry McCoy

DB Q:515, Henry McCoy to Edward Elam, 4-19-1826, 100 acres on the east fork of the West Fork of Stones River on the commissioners' line. Property is located in the vicinity of Thomas Y. Blood and Charles Anderson.

DB W:581, Edward Elam to John M. Wade, 2-9-1838, 245 acres.

DB 4:240, John M. Wade to Paschel Yager, 9-18-1848, 245 acres on the waters of the West Fork of Stones River on the east side of the turnpike from Murfreesboro to Shelbyville.

DB 7:28, Paschel Yager to William S. Huggins, 1-6-1855, 230 acres in CD 11 on the east side of the Nashville, Murfreesboro, and Shelbyville Turnpike.

DB 7:478, William S. Huggins to R. P. S. Kimbro, 9-14-1855, 230 acres in CD 11 beginning on the commissioners' line, east of the turnpike.

DB 7:498, R. P. S. Kimbro to Joseph W. Binford, 11-3-1855, 116 acres in CD 11.

DB 7:553, R. P. S. Kimbro to William S. Butler, 11-8-1855, 130 acres in CD 11 on the commissioners' line, east of a road.

Map of Rutherford County, CD 11, J. W. Binford, J. M. Wade, J. W. B.

APPENDIX C

Benjamin McCulloch

DB K:526, Benjamin McCulloch to Best Ward, 11-1-1816, 462 acres on the West Fork of Stones River beginning on the top of the first hill below the plantation where McCulloch lived.

DB S:615-616, Benjamin McCulloch to William R. Caswell, 2-15-1832, 260 acres including the tract where Caswell lived on the West Fork. The deed mentions a lane from McCulloch's house to Caswell's house.

DB 10:615, P. A. Perkins to Sarah McCulloch, 12-27-1859, 110 acres including the portion of the house tract of the late Benjamin McCulloch laid off to Sarah A. Perkins, dower of her father's estate; property located in the vicinity of William Ledbetter.

DB 7:391, B. W. McCulloch and Anna M. to William C. Fletcher, 4-13-1855, 249 acres. The deed mentions Thomas Rideout and William F. Lytle.

DB 16:27-28, John E. Dromgoole, Administrator to James G. Overall, 3-12-1868, 300 acres in CD 11. This property was part of three tracts of heirs of Benjamin McCulloch.

Map of Rutherford County, CD 11, north of B. W. Henry.

Major (James) McEwin (McEwen)

DB 5:636, James A. McEwen to Dollarson Barker, 9-13-1852, 133 acres in CD 17, south of McKnight's Creek and on the creek.

DB 10:277, D. Barker to Andrew Hunter, 3-29-1856, 40 acres in CD 17 on McKnight's Creek. The deed mentions W. Hunt being located east of Barker.

Map of Rutherford County, CD 17, W. Hunt, J. N. McKnight.

Alexander McKeen (two locations)

DB K:176-177, Alexander McKeen to John Davidson, 7-6-1813, 200 acres on the waters of Bushnell's Creek beginning at the Double Springs and including one spring.

Map of Rutherford County, CD 18, Double Springs.
(second location)

DB W:370-801, Mary and Alexander D. McKeen to James B. Wood, 12-7-1836, 232 acres on the West Fork of Stones River on the banks of the Dry Fork.

DB 2:392, James B. and John Woods to Robert Lawing, 12-17-1845, 223 acres in CD 20, same description as W:379-801. Lawing sold lots in Fosterville.

Map of Rutherford County, CD 20, Fosterville.

Capt. John McKnight

DB X:336-337, John McKnight and others to William McKnight, 1-1835, two tracts; 228 acres on the waters of the south fork of Bradley's Lick Creek, 2-1/2 miles from Bradley's Lick. The second tract was located in the vicinity of William

APPENDIX C

Doran's land, 50 acres on the south fork of Bradley's Lick Creek.

Cemetery Records 2:36, John M. McKnight, 3-17-1789 to 9-6-1844, Cook Cemetery, Milton Quad., USGS Map.

Map of Rutherford County, CD 16, "Sunnyside."

Robert McKorkle

DB R:87, Robert McKorkle to Robert G. Cummins, 11-10-1826, 100 acres on the waters of Bradley's Creek where McKorkle lived.

DB S:422-423, Robert G. Cummins to Harwood Morgan, 1-27-1831, 100 acres on the waters of Bradley's Creek where Cummins lived.

DB X:641-642, Harwood Morgan to John L. Moore, 12-24-1853, 13 acres in New Milton. Morgan sold about 13 lots in New Milton.

Map of Rutherford County, CD 16, Milton.

Robert Miller

DB O:286-287, Robert Miller to John Miller, 8-13-1819, 60 acres on the waters of Long Creek.

DB 5:370, Robert C. Miller to Newton C. Miller, 10-1-1849, 120 acres in CD 25.

DB 5:370-371, Robert C. Miller to N. C. Miller, 10-1-1849, 169 acres in CD 25. The deed mentions the big road between Stephen White and Robert Miller.

DB 5:378-379, N. C. to John Leiper, 2-7-1852, 508 acres. The deed mentions a crossroads.

DB 5:397, John Leiper to Samuel Anderson, 2-7-1852, 508 acres with the same description as DB 5:378-379.

DB 8:574, N. C. Miller to R. H. Wood, 3-31-1897, 120 acres in CD 25.

DB 8:573-574, Samuel Anderson to R. H. Wood, 3-31-1857, 120 acres with the description as DB 5:378-379.

Map of Rutherford County, CD 25, R. H. W., R. H. Wood.

Simon Miller

DB H:144-145, Simon Miller, Jr., to Robert Thompson, 11-12-1809, 320 acres on the East Fork of Stones River.

DB N:321-325, Robert Thompson, procession of land, 11-16-1820, 320 acres on Caffrey's Spring Branch. The deed includes a plat of survey.

DB X:422, Survey of Robert Thompson's land, 1-4-1839, 320 acres on the waters of the East Fork of Stones River including Caffrey's Spring Branch.

Rutherford County, Tennessee, County Court Clerk's Office, Record Book 12, p. 544, Robert Thompson, deceased, will, 12-22-1843, 320 acres; all land was deeded to wife, Ann Thompson; and children, Joseph, Mary, Moses, Ann Jones, Elizabeth Brown, and Robert Thompson. Hereafter referred to as RB.

APPENDIX C

DB 17:228-229, A. Jones and wife, Ann Jones, to Moses Thompson, 1869, 1/6 interest in tract of father, Robert Thompson in CD 22.

DB 17:141-142, Francis Moore and wife, Nancy Moore (daughter of Elizabeth Brown), to Moses Thompson, 3-28-1870, 1/4 of 1/6 interest.

DB 19:383, Robert Thompson and Moses Thompson, 5-31-1871, 53 acres. The deed mentions a big road on the boundary of the tract.

DB 19:386-387, Moses Thompson, Robert Thompson, and Mary Thompson, partition of land by commissioners, 10-9-1873, 267 acres, plat map included in the deed.

Map of Rutherford County, CD 22, M. Thompson.

Nimrod Minifee

DB K:144-145, Nimrod Minifee to Frederick Lester, 10-15-1814, 171 acres on both sides of the West Fork of Stones River.

DB M:2, Nimrod Minifee to Roger Quails, 6-10-1817, 205 acres on the West Fork of Stones River.

DB L:406, Frederick Lester to William Mitchell, 10-1-1818, 171 acres on both sides of the West Fork of Stones River.

DB P:282, William Mitchell to Samuel McFadden. The deed book is missing.

DB 9:199-200, D. D. Wendel to James M. Collier, 12-4-1852, 115 acres. The deed mentions Mrs. McFadden's dower and the West Fork of Stones River at a spring.

DB 16:145-146, James M. Tompkins, Administrator for Collier, to N. C. Collier, 10-1866, 115 acres on the West Fork.

DB 19:170, N. C. Collier to James T. Leech, 4-10-1873, 115 acres on the West Fork of Stones River in CD 9.

Map of Rutherford County, CD 9, Leach.

James Moore

DB N:83-84, James Moore to Mordaci Lillard, 6-24-1820, 72 acres on the waters of Bushnell's Creek where Moore lived.

DB 2:443, Mordaci Lillard to Warren Moore, 3-18-1846, 45 acres on Bushnell's Creek in CD 21.

DB 15:280, Warren Moore to John Pitt, 12-24-1867, 60 acres in CD 21.

DB 16:354, Ben W. Moore for Warren Moore, deceased, to John Baird, 11-4-1868, 286 acres. John Pitt's land was located to the north of the 286 acres.

Map of Rutherford County, CD 21, J. Pitt.

Lodwick Moore

DB L:501, Lodwick Moore to Archibald Moore, 2-17-1818, 125 acres on the waters of the West Fork of Stones River.

APPENDIX C

DB O:97, Archibald Moore to Nathaniel Winston, 8-17-1821, 125 acres on the waters of the West Fork of Stones River.

DB 10:60, Samuel Winston, Administrator for Nathaniel Winston, to S. W. Morgan, 12-30-1858, 125 acres in CD 11.

DB 10:61, S. W. Morgan to Joseph Watkins, 12-3-1858, 134 acres in CD 11. The deed mentions a road on the south boundary line.

DB 17:356-357, Joseph Watkins to Samuel B. Watkins, 11-18-1870, 215 acres in CD 20. The deed mentions a dirt road leaving the Nashville, Murfreesboro, and Shelbyville Turnpike at the Walnut Grove Methodist Church and the Murfreesboro and Middleton dirt road.

DB 17:357-358, Joseph Watkins to M. L. Fletcher, 11-18-1870, 215 acres in CD 20, part of the tract on which Watkins lived. The deed mentions the public dirt road from the Shelbyville Turnpike to where Daniel Alexander lived.

DB 17:481-482, Joseph Watkins to J. W. Watkins, 1-13-1871, 33 acres. The deed mentions a road from Johnson's Mill to the Murfreesboro and Shelbyville Turnpike.

DB 20:207, John Woods, Trustee to Margaret Watkins, 5-19-1874, 50 acres in CD 20. The deed mentions the same road as in DB 17:481 and the mansion, outhouses, gin, and other buildings known as the Joseph Watkins homeplace.

Map of Rutherford County, CDs 11 and 20, J. Watkins.

James Morton

DB R:245-246, James Morton to James and Joseph Morton, 10-11-1827, 97 acres on the Rocky Branch of Stewart's Creek.

DB X:695, James Morton to Benjamin Batey and others, 4-17-1840, 780 acres on the Rocky Fork of Stewart's Creek.

Cemetery Records 1:85, James Morton, 11-25-1785 to 4-10-1843, Morton Cemetery, Smyrna Quad., USGS Map.

Map of Rutherford County, CD 4, W. B. Batey.

Mathias B. Murfree

DB W:364, Mathias B. Murfree to William D. Baird, 2-2-1827, 8 acres one mile east of Murfreesboro on the north side of the stage road leading to Readyville, part of a tract on which Murfree lived.

Map of Rutherford County, CDs 13 and 21, one mile east of Murfreesboro.

Murfree's Spring

Map of Rutherford County, Murfreesboro insert, northwest of the junction of the Bradyville and Manchester Turnpikes.

Thomas Nash

DB R:458-459, Thomas Nash to Dennis Holden, 7-13-1822, 100 acres.

APPENDIX C

DB R:459-460, Thomas Nash to Dennis Holden, 1-1-1825, 100 acres on Panther Creek.

DB 1:487, Dennis Holden and wife, Sarah Nash Holden, to Azariah Kimbro, 11-20-1843, 244 acres on the waters of Panther Creek, the same tract on which Thomas Nash lived at the time of his death.

DB 5:615, Azariah Kimbro to John B. Kimbro, 9-6-1852, 439 acres in CD 14 which included part of the old Nash tract. Map of Rutherford County, CD 14, Kimbro Est.

William Nash's Mill

DB H:37, William Nash, James Jackson, and Washington Jackson to James Merry, 6-25-1810, 231 acres on the south side of Spring Creek beginning where a part of Falling Creek entered into Spring Creek, and one acre on the north side of Spring Creek beginning near the old mill dam.

DB H:66, William Nash to John Johnson, 11-16-1809, 100 acres. The deed mentions the old road leading from Stones Lick to Cummins's Mill, and the road from McBride's ford to the sink hole spring.

Map of Rutherford County, CDs 1 and 5, G. Mill on Spring Creek.

Maj. John Nelson

DB X:660, John Nelson to Amizi Jones, 12-26-1839, 80 acres on Stewart's Creek. The mill was located on Nelson's northern boundary line.

DB X:661-662, John Nelson to Aquilla Davis, 12-26-1839, 175 acres on Stewart's Creek, except for 1/4 acre including the family graveyard. The deed mentions a road and bridge on Nelson's southern boundary.

DB X:658-659, John Nelson to Jackson Smith, 12-26-1839, 136 acres on Stewart's Creek. The deed mentions a bridge located on Nelson's southern boundary line.

Cemetery Records 1:96, Nancy T. Nelson, wife of John Nelson, 11-14-1799 to 12-3-1840, Nelson-Peebles Cemetery, Smyrna Quad., USGS Map. The cemetery is located 3/4 mile south of I-24 and Almaville Road overpass on Mile Lane on the west side of Stewart's Creek.

Map of Rutherford County, CDs 4 and 7 in the vicinity of Stewart's Creek Seminary and J. Brown's Mill.

Nelson's Mill

DB X:660, John Nelson to Amizi Jones, 12-26-1839, 80 acres on Stewart's Creek including the mill.

DB Z:458-459, Amizi Jones to Samuel Hogg, 4-5-1842, 184 acres on Stewart's Creek. The deed mentions mill dam of H. White.

Map of Rutherford County, possibly CDs 4 and 7, J. A. Dillin, "Riverside."

APPENDIX C

Henry Norman and Norman's Mill

DB 2:312, Henry Norman to William Poindexter and others, 11-10-1845, 7 acres in CD 18 for a Cumberland Presbyterian Church on the stage road from Murfreesboro to Manchester.

DB 5:577, R. D. McCullough, Henry Norman, Pritchett Alexander to Henry Norman, R. D. McCullough, J. L. Miller, Trustees of the Union Hill Academy, 7-17-1852, 3 acres in CD 11.

DB 15:188, Henry Norman to S. H. Miller, 10-25-1867, 281 acres in CD 18. The deed refers to William Snell, Mrs. Malissa Snell, J. F. Henderson as being on the boundary of the tract.

DB 18:194-195, Norman heirs to Dr. T. J. Elam, 12-29-1871, 133 acres on the east fork of the West Fork of Stones River and one acre reserved for a graveyard.

DB 20:458-459, E. A. C. Norman and others, heirs of Henry Norman, Sr., to Henry Norman, 12-29-1871, 79 acres in CD 18.

DB 21:172, E. A. C. Norman and others to Logan J. Nelson and Robert L. Norman, 9-19-1875, quit claim right to the mill seat known as Norman's Mill. The heirs received the mill from Henry Norman, who did not execute a deed to Nelson and Norman including a blacksmith shop.

Map of Rutherford County, CD 18, church southeast of tollhouse, H. Norman, Union Hill Academy, Dr. T. J. Elam, and Norman and Bro. Grist Mill.

James Norman

DB H:242-243, James Norman to Thomas Lane, 3-13-1812, 100 acres on the West Fork of Stones River.

DB I:110, Thomas Lane to Samuel Gillispie. The deed book is missing.

DB N:406, Samuel Gillispie to Hugh Kirk, 9-20-1819, 75 acres. Hugh Kirk on 2-17-1817 purchased a tract of land on the west side of the West Fork of Stones River from James Norman and John Johnston. Gillispie to Kirk, quit claim.

DB 7:27-28, B. Templeton and wife to John J. Kirk, 6-15-1854, 82 acres of the estate of Hugh Kirk.

DB 11:338, J. J. Kirk to Robert P. Smith, 2-9-1860, 130 acres consisting of the dower of Jane Kirk, deceased.

DB K:163, James Norman to James Jones, 2-7-1815, 91 acres on the east side of Stones River adjacent to tracts of land of Pritchett Alexander.

Map of Rutherford County, CDs 18 and 25, R. P. Smith, and refer to Pritchett Alexander in this appendix.

Isaac H. Overall

DB L:293, Isaac H. Overall to John Smith, 6-17-1818, 100 acres on both sides of Overall's Creek.

DB O:132, John Smith to Thomas Johnson, 1821, 54 acres on Overall's Creek, part of the tract granted to William Overall and transferred to Isaac H. Overall.

APPENDIX C

DB S:555, Thomas Johnson to William Clark, 8-12-1830, 107 acres in the waters of Overall's Creek.

DB X:206, William Clark to George W. Becton, 8-1-1838, 105 acres on the waters of Overall's Creek.

DB 2:376, George W. Becton to Levi Wade, 1-12-1846, 105 acres on the waters of Overall's Creek.

DB 14:547, Levi Wade to Alfred Miller, 2-26-1867, 36 acres in CDs 7 and 9 and on Overall's Creek. The deed mentions the Asbury Meeting House Road.

DB 16:382, Levi Wade to John L. McGregor, Joseph D. McGregor, William A. McGregor, and Ransford P. McGregor, 5-24-1869, 111 acres in CD 7, bounded on the south by Asbury Church. The land was purchased by Wade of Isaac Overall's estate.

Map of Rutherford County, CDs 7 and 9, Asbury Church, R. McGregor.

John Overton

DB O:232-233, John Overton to Isaac Miller, 2-17-1822, two tracts---320 acres and 50 acres on Long Creek, waters of the east fork of the West Fork of Stones River.

DB 2:180-183, Isaac Miller, deceased, division of land, 3-22-1845. Lot 1 to heirs of Jane Johnson, deceased. The deed mentions the Nashville and Stone Fort Road as being the west boundary of Overton's 82-acre survey. Lot 2 to Albert Kelly, 18 acres. The Stone Fort Road and the southwest corner of Overton's survey are mentioned in the deed. Lot 3 to Mary Ann Miller, 80 acres. The deed mentions a branch on the southern boundary of the Overton survey. Lot 5, James Nichol was deeded 160 acres. The deed mentions Long Creek and Overton's southern boundary.

DB 5:211, James Nichol and wife to J. P. Miller, 9-20-1851, 50 acres in CDs 20 and 25 on Long Creek at the mouth of Henry's Creek.

Map of Rutherford County, CDs 20 and 25, J. P. Miller and F. G. Miller.

Capt. Nathaniel Perry

DB O:78-80, Nathaniel Perry and Nancy Perry to Thomas R. Ivey and H. Holmes, division of land, 3-1821. Both Perry, Ivey, and Holmes were joint tenants of land claimed under a deed of Sarah Liddon. Sarah Rutledge Liddon was the mother of Nancy Perry and Thomas R. Ivey, 5-12-1817, 505 acres on the West Fork. The deed mentions a wagon ford, house where Nathaniel Perry lived, and a road on the east boundary of the Liddon Survey.

DB X:345-346, Nathaniel Perry and wife to John P. Heare, 4-5-1839, 164 acres on the waters of the east fork of the West Fork, part of a tract that Perry lived on. The deed mentions an old road from Perry's house to Murfreesboro.

APPENDIX C

DB 2:514, Nathaniel Perry to William H. Hallyburton, 5-12-1846, 6 acres.

DB 2:602-603, Nathaniel Perry to William H. Hallyburton, 3-14-1845, 81 acres on the east fork of the West Fork.

DB Y:156-157, John P. Heare to Thomas N. Wendel, 11-10-1840, 162 acres on the east fork of the West Fork.

DB 1:389-390, Thomas N. Wendel to William H. and R. Hallyburton, 11-11-1843, 162 acres on the east fork of the West Fork.

DB 7:583, R. P. Hallyburton and John E. Hallyburton to James M. Avent, 11-13-1855, 228 acres in CD 18 on the waters of the main West Fork of Stones River. The deed mentions the Murfreesboro and Millersburg Road and the Ivie tract.

DB 8:507, James M. Avent to W. W. Ransom, 2-7-1857, 283 acres in CD 18, having the same description as DB 7:583.

Map of Rutherford County, CD 18, Dr. Ransom, T. Hill.

Bennett Philips's Horse Mill

DB Q:99, Bennett Philips to Benjamin Davis, 7-24-1823, 9 acres. The deed mentions a road from Charles McLean to Murfreesboro.

DB 8:602, Samuel Philips to R. B. McLean, 10-7-1853, 194 acres. Samuel Philips was an executor for Bennett Phillips. The acreage was located in CD 14 on the west bank of the West Fork. The deed mentions the Columbia Road and the Nashville Road.

DB 9:91, Robert B. McLean to John W. Wadley, 8-19-1857, 124 acres in District on the West Fork. The deed mentions the Old Nashville Road.

DB 13:326, John W. Wadley to A. G. Whitman, 11-1865, 124 acres in CD 14 on the West Fork. The deed mentions the Old Nashville Road.

DB 14:122-123, Albert G. Whitman to John Wadley, Trustee, 11-1865, 124 acres in trust for Wadley's wife.

DB 17:127-128, Copy of the decree of the chancery court vesting title in B. B. Spence and Felix G. Miller, Administrators vs. John W. Wadley, 12-1-1869, 249 acres in CD 14. The deed mentions a road from Shelbyville to Nashville.

Map of Rutherford County, CD 14, B. Spence, H. Hoods.

Gen. Robert Purdy

DB K:479-480, Robert Purdy to Alpha Kingsley, 7-15-1813, 1,184 acres between the East and the West Fork of Stones River, 3 or 4 miles south of Jefferson, including houses, outhouses, buildings, and ways.

DB K:537, Alpha Kingsley to Ebenezer MacGowen, 3-14-1817, 1,184 acres between the East and West Fork of Stones River.

DB V:407, Ebenezer MacGowen to Thomas MacGowen. The deed book is missing.

Map of Rutherford County, CD 9, L. H. Martin, B. Ridley, W. H. Adams.

APPENDIX C

Lemuel Reed's Blacksmith Shop (two locations)

DB S:242-243, Lemuel Reed to William S. Butler, 6-16-1830, 140 acres on the waters of the West Fork of Stones River. The deed mentions a road from Nashville to Shelbyville.

DB 3:355, William S. Butler to Henry Hall, 1-10-1848, 270 acres on the waters of the West Fork in CD 11. Land included except for 1/2 acre for a church of the Baptist Society.

DB 19:587, Rutherford County Court to W. R. Butler and others, 1-5-1871, dower of Nancy Butler, widow of W. S. Butler in CD 11. The deed has a plat of survey.

Map of Rutherford County, CD 11, vicinity of Mrs. N. Butler.

(second location)

DB O:56, Lemuel Reed to Azariah Kimbro, 1-18-1821, 117 acres on the waters of Panther Creek.

DB S:254-255, Lemuel Reed to Benjamin Belt, 7-31-1830, 103 acres on the headwaters of Armstrong's Branch.

DB S:285-286, Lemuel Reed to Daniel Keith, 7-31-1830, 175 acres on Armstrong's Branch.

Map of Rutherford County, CD 11, T. B. Snell, T. B. S., C. Kimbro.

Charles Ready's Mill

Map of Rutherford County, Cannon County, vicinity of B. C. Talley.

Isaiah Renshaw

DB K:42, Isaiah Renshaw to John Renshaw, 3-3-1814, 116 acres on the waters of the East Fork of Stones River where John Renshaw resided. The deed mentions a road from Renshaw's to Charles Ready.

DB S:37, George Uselton to Christopher Hoover, 10-18-1828, 116 acres on the East Fork of Stones River, same description as K:42. Acreage was part of land granted to Isaiah Renshaw.

DB Z:427, Christopher Hoover to Simeon Peck, 7-14-1842, 116 acres. The deed mentions a road from Readyville to Shelbyville.

DB 2:395, Simeon Peck to T. T. Peay, 11-30-1845, 116 acres with the same description as DB Z:427.

DB 8:582, T. T. Peay to James H. Dickins, 4-6-1857, 110 acres in CD 19 on Charles Ready's southern boundary. The deed mentions a road from Readyville that ran in a southerly direction and the Hall of Independence Order of Oddfellows.

DB 9:579-580, J. H. Dickins to A. D. McKnight, 5-11-1857, 173 acres in CD 19 and the East Fork. The deed mentions the old Murfreesboro and Readyville Stage Road.

DB 21:7-8, J. H. Dickins to Samuel Arnett, 11-21-1874, 60 acres in CD 19. The deed mentions the Old Stage and Wilson Hill Road and the Old Jefferson Road.

Map of Rutherford County, CD 19, S. Arnett, Dr. J. H. Dickins, J. D. McKnight.

APPENDIX C

Stephen Roach

DB W:229, Stephen Roach and wife to Robert Orr, 3-2-1837, 204 acres on the waters of Bradley's Creek. The property was located northeast of Robert McKorkle.

DB 4:168, Robert Orr to Joseph A. Knox, 12-13-1845, 204 acres in CD 16.

DB 4:169, Joseph A. Knox to John Selridge, 10-1-1849, 297 acres with the same description as DB 4:168, as there were two tracts.

DB 5:325, John Selridge to George Furguson, 1-8-1852, 404 acres including 204 acres mentioned in DB 4:169 in CD 16.

DB 11:405-406, G. W. Furguson to D. D. Smith and others, 11-3-1857, 2 acres on a turnpike near Milton in CD 16.

Map of Rutherford County, CD 16, vicinity of Mrs. S. J. Furguson.

Hugh Robinson

DB M:191, Hugh Robinson to Thomas Butler, 9-13-1819, 100 acres on the west side of Overall's Creek.

DB 10:599-600, Thomas Butler to T. O. Butler, 12-20-1859, 286 acres in three tracts in CD 12. The deed mentions a road from Salem Crossroads to Windrow's Campground, the Salem Turnpike, and the Columbia Road.

DB 15:267, O. H. Butler to W. A. Ransom, 12-19-1867, 140 acres, the real estate of Thomas O. Butler. The deed mentions the Nashville and Shelbyville Dirt Road.

DB 18:373, William Butler vs. Thomas O. Butler and others, 2-6-1872, W. L. Butler's share of the estate.

Map of Rutherford County, CD 12, vicinity of Mrs. B. Ransom, W. North, A. Pitts.

Rock Springs; Rock Springs Church

Map of Rutherford County, CD 4, Rock Springs Church.

Robert Rogers

DB R:232-233, Robert Rogers to John Andrews, 1-18-1827, 72 acres on the northeast bank on the East Fork of Stones River.

DB R:227-228, John Andrews to Thurston Daniel, 7-28-1827, with the same description as DB R:232-233.

DB 1:349, Thurston Daniel to Peyton Shepard, 8-24-1843, 45 acres in CD 19 on the East Fork of Stones River.

DB 16:25, R. L. Parkinson and wife to George A. Daniel, 5-5-1868, 196 acres in CD 19 bought at the sale of Thurston Daniel's land.

DB 16:440, James M. Tompkins, Clerk and Master, to B. R. Bivins, 7-5-1869, 82 acres in CD 19, land of Thurston Daniel.

Map of Rutherford County, CD 19, B. A. Bivins.

APPENDIX C

James Rucker

DB M:6, James Rucker to Wilson Yandell, 9-19-1816, 300 acres on the East Fork of Stones River near the Bear Branch.

Cemetery Records 2:167, James Rucker, 12-25-1788 to 9-27-1850, Rucker-Pitts Cemetery, Lascassas Quad., USGS Map. The cemetery is located 1-1/2 miles east of US 231 on Veterans Hospital Road.

Samuel Rucker (possibly two individuals; Colonel Rucker on Sinking Creek and Samuel Rucker's Mill)

DB U:19, Samuel R. Rucker to Christopher Acklin, 3-1834, 15 acres south of Reading Blount's large survey. (Refer to Reading Blount.)

DB U:358, Samuel R. Rucker to Willis Barker, 10-8-1835, 7 acres south of Reading Blount's large grant. (Refer to Reading Blount.)

DB W:370, Samuel R. Rucker to James S. Jetton, 8-28-1837, 4 acres south of Blount's survey. (Refer to Reading Blount.)

DB 1:305, S. R. Rucker to Mordicai Lillard, 7-17-1843, 9 acres south of Blount's large survey on Bushnell's Creek.

DB 8:219, John S. Wright and others to John Baird, 6-23-1856, 100 acres. Wright was trustee for Mary T. Rucker, wife of Samuel Rucker. Land was located on Bushnell's Creek. The deed mentions the Readyville Road.

Map of Rutherford County, CD 21, Mrs. A. Johnson, Spence estate.

DB 14:106, Samuel J. Rucker to James F. Neil, 3-5-1866, 180 acres in CD 22 on the East Fork of Stones River.

DB 14:382, James F. Neil to William F. M. Betty, 11-27-1866, 180 acres in CD 22 on the East Fork.

Map of Rutherford County, CD 21, Mrs. S. Rucker, J. Neil estate; CD 15, William F. M. Betty.

Thomas Rucker

DB K:41-42, Thomas Rucker to the Deacons of Baptist Church, 5-8-1813, 2 acres for a church near Cummins's Mill on the East Fork of Stones River. The deed mentions that the church was near Abbott's Mill and a public road.

DB K:76, Thomas Rucker to Philip S. Lowe, 7-10-1814, 9 acres near Cummins's Mill on a bluff.

DB L:5-6, Thomas Rucker to John M. Tilford, 12-31-1816, 500 acres on the East Fork of Stones River excluding land for a Baptist Meeting House.

DB R:194, Thomas Rucker to Edmund Rucker, 2-10-1826, 400 acres on the north side of the East Fork at the mouth of a spring branch.

DB S:97-98, Thomas Rucker to Samuel P. Black, 1-3-1829, 12 acres on the south side of the East Fork.

Map of Rutherford County, CDs 9, 5, 15, W. F. T. Coleman, A. Overall, A. Searcy, Mrs. S. A. Anderson.

APPENDIX C

Anderson Searcy

DB R:472, Anderson Searcy to John Nelson, 12-26-1828, 7 acres on Stewart's Creek.

Cemetery Records 1:115, Anderson Searcy, 1780 to 1832, Clifford Cordell's farm, Smyrna Quad., USGS Map. The cemetery is located 250 yards east of Stewart's Creek, 1/2 mile north of the overpass bridge over I-24 on Baker Road.

Map of Rutherford County, CD 6, J. W. R. estate.

William W. Searcy

DB W:463, William W. Searcy, Sr., to Josiah Ferriss, Sr., 12-6-1837, 100 acres between the East and West Forks of Stones River.

Cemetery Records 1:116-117, Col. William W. Searcy, 1-1-1769 to 1-8-1846, Searcy Cemetery, Walter Hill Quad., on the East Fork of Stones River across from the Mona Boat Ramp.

Map of Rutherford County, CD 9, J. Louis, Mrs. L. Hunt.

Bennett Smith

DB E:81, William Lytle, Jr., to Ben Smith, 12-9-1805, 670 acres. The land adjoined Samuel Campbell and Frederick Barfield on the West Fork. The deed mentions a road from Frederick Barfield to Nashville. (Refer to Samuel Campbell and Frederick Barfield in this appendix.)

DB K:351, Bennett Smith to William H. Smith, 3-1-1816, 350 acres on the West Fork of Stones River adjoining lands of Frederick Barfield and Samuel Campbell.

DB K:337, Bennett Smith to Joseph D. Graves, 3-21-1816, 105 acres on the West Fork adjacent to the lands of William E. Smith and Samuel Campbell.

Map of Rutherford County, CD 11, J. McCullough, R. D. Jamison.

John Smith (two locations)

DB 20:118, B. L. Rucker to J. P. McCulloch, 3-3-1873, 168 acres in CD 5 on the waters of Fall Creek. This land was the dower of Mary McCulloch (formerly Mary Smith), widow of John Smith.

Map of Rutherford County, CD 5, J. P. McCulloch.
(second location)

DB R:443, John Smith, deceased, division of land to John Smith and others, 12-3-1828, 1,494 acres on Overall's Creek and Armstrong's Branch. John Smith's heirs included John Smith, George W. Smith, R. H. Smith, L. R. Smith, E. H. F. Smith. A plat of survey is included in the deed.

DB 2:278, Ephraim F. Smith to George W. Smith, 9-25-1845, 315 acres on Overall's Creek known as the John Smith tract. The deed mentions John Smith's Springfield tract, the parsonage tract, and Fayette Burrus.

APPENDIX C

Cemetery Records 3:125, John Smith, 1806 to 3-11-1825, and John Smith, 1-3-1810 to 5-9-18_____, Washington Cemetery, Murfreesboro Quad., USGS Map. The cemetery is located on Manson Pike west of Overall's Creek.

Map of Rutherford County, CD 7, G. W. Smith, F. W. Washington, G. W. Howse.

Robert Smith (two locations)

DB S:172-173, John Smith to Samuel and Robert Smith, 9-7-1829, 154 acres on John Coffee's north boundary. (Refer to John Coffee in this appendix.)

DB M:332, Robert Smith to William Smith, 6-20-1818, 451 acres on Falling Creek.

DB R:167, Robert Smith to John Smith, 7-31-1826, 450 acres on Fall Creek. The deed mentions the Jefferson Road.

Map of Rutherford County, CD 5, J. P. McCulloch.

(second location)

DB W:344-345, Benjamin Johnson and the heirs of Robert Smith, Sr., deceased, division of land, 5-1835, 250 to 300 acres located south of Nimrod Jenkins's land. (Refer to Nimrod Jenkins in this appendix.)

DB K:417, Robert Smith to Swepson Sims and others, 6-1-1816, 1 acre for a Methodist Episcopal Church on the road leading to Carr's Mill. It possibly was Salem Church.

DB 2:247-248, Benjamin Johnson to William B. Lillard, 8-5-1845, 250 acres. The deed mentions Mrs. Smith's grass lot and plantation as part of the land sold by Robert Smith to Henry Batts, DB O:111.

DB 2:610, Benjamin Johnson to Samuel B. Robinson, 11-6-1845, 8 acres at Salem Crossroads. The deed mentions that the land was located north of the crossroads and the Murfreesboro and Columbia Road. The land was sold except for 1 acre for the Salem Methodist Episcopal Church.

Cemetery Records 3:110, Robert Smith Cemetery, Murfreesboro Quad., USGS Map. The cemetery is located 400 feet northeast of the intersection of the Eagleville Pike and Rucker Lane.

Map of Rutherford County, CDs 11 and 12, Mrs. Smith, W. Lillard, and the Salem Church.

Thomas B. Smith (three locations)

DB S:278, Thomas Smith to James Avaret, 10-22-1830, 200 acres on the west side of Overall's Creek at its mouth on the West Fork.

Map of Rutherford County, CD 6, vicinity of Florence Station.

(second location)

DB W:269, Thomas Smith to James F. Fletcher, 10-20-1830, 40 acres on the West Fork of Stones River. The deed mentions the mouth of Kinnard's Creek.

APPENDIX C

Map of Rutherford County, CD 18, vicinity of J. F. Fletcher, Jr.

(third location)

DB K:165, Thomas B. Smith to Joel Childress, 1-14-1815, 186 acres where Thomas B. Smith lived on the West Fork of Stones River.

DB O:336, Anderson Childress, Executor of Joel Childress to Daniel Elam, 12-17-1821, 87 acres. The deed mentions Sarah Liddon's western boundary. (Refer to Sarah Liddon in this appendix.)

DB R:302, State of Tennessee, Supreme Court errors and appeals, 1-1826, Enoch P. Connell and Silden Betts, complainants, heirs of Zachariah Betts, vs. Anderson Childress, Executor of the last will and testament of Joel Childress. The deed includes a plat of survey for Archibald Lytle, Joseph Rhodes, A. Miller, John Butler, John Elam, Daniel Elam, Lawrence Jetton.

Map of Rutherford County, CDs 11, 13, and 18, vicinity of A. Miller, Mrs. M. B. Childress, J. W. Childress, and R. H.

William H. Smith

DB R:360, William H. Smith to Charles Puckett, 8-20-1828, 100 acres on the waters of Overall's Creek.

DB W:207-208, William H. Smith to Thomas Rideout, 5-3-1837, 8 acres on Overall's Creek.

DB 2:400, William H. Smith to Thomas Rideout, 2-2-1846, 4 acres on the waters of Overall's Creek. The land's boundary passes through a graveyard.

DB 5:461-462, William H. Smith to George W. Smith, 3-27-1852, 47 acres in CD 7. The deed mentions the Springfield tract and Overall's Creek.

DB 5:462-463, William H. Smith to F. W. Washington, 3-29-1852, 31 acres on Overall's Creek.

DB 17:180, F. W. Washington and Theodore Smith, Executors of William H. Smith to L. J. Smith, 12-16-1871, 203 acres on Overall's Creek. The deed mentions the Murfreesboro and Wilkinson's Crossroads Turnpike and the southern boundary of the Springfield tract.

Cemetery Records 3:125, Gen. William Hunter Smith, 12-25-1797 to 9-26-1871, Washington Cemetery, Murfreesboro Quad., USGS Map.

Map of Rutherford County, CDs 7, 11, 13, L. J. Smith, Puckett estate, T. Rideout, J. E. Manson.

William Smith

DB K:224, William Gill to William Smith, 9-13-1809, 1,280 acres on both sides of the West Fork of Stones River on the Military or Continental Line.

APPENDIX C

DB 1:242, Stephen W. Malone to Young Davis, 5-1-1843, 327 acres on the West Fork on the commissioners' line. This property was the same land conveyed by William Gill to William Smith.

DB 10:432, Young Davis to M. H. Alexander and B. D. Fletcher, 9-2-1859, 327 acres on the commissioners' line on the West Fork of Stones River.

DB 14:80, M. H. Alexander to Elizabeth Alexander Fletcher, deed of gift, 12-9-1865, 327 acres in CD 11 on the West Fork of Stones River. The deed mentions Samuel Patterson's boundary line.

Map of Rutherford County, CD 11, Miss M. J. and B. F. Alexander, B. D. Fletcher.

William Thomas

DB S:253-254, William Thomas to John B. McKee, 3-20-1829, 100 acres.

DB W:220-221, John B. McKee to James McKee, Sr., 1-10-1836, 100 acres.

DB 8:279-280, James McKee to William A. McKee, 6-16-1856, 164 acres in CD 17.

DB 5:726, William Thomas and others, heirs of William Thomas, to G. W. Thomas, 11-6-1852, 260 acres in CD 16, south of Bradley's Creek.

Map of Rutherford County, CD 17, W. A. McKee, G. W. Thomas.

John Thompson

DB L:331, John Thompson to John D. Newgent, 3-1-1817, 10 acres on the west side of the West Fork of Stones River, south of David Dickinson.

DB L:355, John D. Newgent to Joshua Haskell, 3-5-1817, 12 acres with the same description as DB L:331.

DB O:51, Joshua Haskell to David Dickinson, 10-14-1819, 12 acres with the same description as DB L:331. (Refer to David Dickinson in this appendix.)

Map of Rutherford County, CD 13, Dr. N. Barclay.

Robert Thompson

DB N:321-325, Robert Thompson, procession of land, 11-16-1820, 320 acres. A plat of survey is included in the deed.

DB X:422, Survey of Robert Thompson's land, 1-4-1839, 320 acres on the waters of the East Fork of Stones River.

RB 12:544, Robert Thompson, deceased, will, 12-22-1843, 320 acres. All land was deeded to his wife, Ann Thompson; and children, Joseph, Mary, Moses, Ann Jones, Elizabeth Brown, and Robert Thompson.

APPENDIX C

DB 17:228-229, A. Jones and wife, Ann Jones, to Moses Thompson, 1/6 interest in the tract of father, Robert Thompson in CD 22.

DB 17:141-142, Francis Moore and wife, Nancy Moore (daughter of Elizabeth Brown) to Moses Thompson, 3-28-1870, 1/4 of 1/6 interest.

DB 19:383, Robert Thompson and Moses Thompson to Mary Thompson, 5-31-1871, 53 acres. The deed mentions a big road on the boundary of the tract.

DB 19:386-387, Moses Thompson, Robert Thompson, and Mary Thompson, partition of land by commissioners, 10-9-1873, 267 acres. The deed includes a plat of survey.

Cemetery Records 2:176, Robert Thompson, 3-9-1774 to 1-16-1844, Thompson Cemetery, Lascassas Quad., USGS Map. The cemetery is located 1/4 mile on Compton Road from Lascassas Road.

Map of Rutherford County, CD 22, M. Thompson and J. Pitts.

William Trail

DB U:353, William Trail to George Comer, 12-22-1834, 5 acres on the headwaters of Overall's Creek and on Trail's Spring Branch.

DB 4:533, William Trail to F. G. and W. Trail, 5-29-1850, 107 acres in CD 10.

Map of Rutherford County, CD 10, G. Comer.

Henry Trott's Mill

DB U:11-12, Henry Trott via. Granville S. Crockett, Sheriff to Charles Anderson, 2-1834, 828 acres including Trott's Mill on the East Fork of Stones River.

DB W:659, Charles Anderson to Isaac W. Bradshear and David M. Jarratt, quit claim, 4-21-1838, 828 acres including the mill seat where the grist and saw mill stood.

DB W:673, David M. Jarratt and Isaac W. Bradshear to John Brown, 5-2-1838, 680 acres on the East Fork of Stones River.

DB 11:27, John Brown to Ripps O. and George A. Brown, 6-3-1859, 207 acres and mill in CD 22. The deed refers to a road.

DB 14:3-4, Ripps O. Brown to J. N. Laughry, 12-2-1865, 207 acres and the mill in CD 22.

DB 15:365, J. N. Laughry to John Brown, 2-22-1868, 1/3 interest in 207 acres and a mill.

DB 17:252, George A. Brown to John Brown, 1869, 1/2 interest in 207 acres in CD 22.

DB 17:265, John Brown and others to Robert F. Brown, 8-17-1870, 207 acres including mills and fixtures.

Map of Rutherford County, CD 22, F. G. and R. F. Brown, G. Mill.

APPENDIX C

Drury Vaughn

DB L:170, Drury Vaughn to Peter Vaughn, 3-15-1817, 160 acres on the south side of the road from David Abbott's Mill to the Cainy Fork and on the north side of the East Fork of Stones River.

DB X:275-276, Peter Vaughn to John Hoover and Edwin A. Keeble, deed of trust, 2-12-1839, 470 acres on the north side of the East Fork adjoining the lands of William Matthews and Pleasant Merritt on the south, and the lands of Granville S. Pierce on the west, north, and east.

DB Z:283, John Hoover and Edwin A. Keeble to James M. Murrell, 5-9-1842, 407 acres on the north side of the East Fork.

DB 3:118, James M. Murrell to James P. Merritt, 5-26-1847, 84 acres in CD 15.

DB 3:119, James M. Murrell to Thomas Owen, 5-2-1847, 126 acres in CD 15.

DB 3:158, James M. Murrell to Isaiah Robinson, 3-9-1847, 6 acres on the south side of the road from Pierce's Mill to Statesville and the turnpike.

Map of Rutherford County, CD 15, J. P. Merritt, W. B. Owen, and N. Owen.

John Wade

DB Y:204-205, John M. Wade to Richard Wade, 12-1840, interest in part of a tract of 351 acres on which John Wade, Sr., lived on the West Fork of Stones River. The deed mentions a road.

DB 17:423-424, R. W. Wade to Henry H. Hicks, 12-31-1870, title bond for 94 acres in CD 9 on the Old Salem and Jefferson Road.

Map of Rutherford County, CDs 6, 7, 9, H. H. Hicks, R. W. W., and R. W. Wade. C. M. Miles in CD 9.

William Wade

DB 5:807, William Wade and others to Rebecca O. Elam (Miller), 3-16-1839, 315 acres beginning on the northern boundary of the old Blount survey. (Refer to Reading Blount in this appendix.)

DB 5:809, I. J. Miller and wife, Rebecca O., to Wilson L. Watkins, 1-31-1853, 315 acres in CD 9.

DB 14:516, John M. Tompkins, Executor of Wilson L. Watkins, to W. A. and G. H. Wilkerson, Trustees for Mrs. Adeline W. Watkins, 12-22-1866, 180 acres in CD 9 on Dr. T. C. Black's boundary line.

DB 15:155, James W. Tompkins, Executor for W. L. Watkins, to M. B. Wade, 9-23-1867, 15 acres in CD 9.

DB 16:577, James M. Tompkins, Executor for W. L. Watkins, to Julius C. Wade, 1-26-1869, 187 acres in CD 9. The deed refers to a road from Neal's Mill to Pierce's Mill.

APPENDIX C

Map of Rutherford County, CD 9, Dr. T. C. B., Mrs. A. Watkins.

William Wallace

DB U:107, William Wallace to Christopher Acklin, 11-9-1833, 150 acres on the waters of Bushnell's Creek.

DB 2:632, Christopher Acklin to Spotswood Black, 10-30-1839, 110 acres on the road from Murfreesboro to James Fleming's Mill.

DB 5:4, Spotswood Black to William J. Philips, 1-20-1851, 110 acres in CD 21 on the road from Murfreesboro To Warren Moore's Mill.

DB 5:431, William J. Philips to Ephraim F. Smith, 3-23-1852, 292 acres on the road at James Fleming's southwest corner.

DB 5:810-811, Ephraim F. Smith to Samuel Anderson, 2-3-1852, 500 acres on the waters of Cripple Creek and the south bank of the East Fork of Stones River. The deed mentions a road from Murfreesboro and the junction of two roads.

DB 9:556-557, Samuel Anderson to William J. Anderson, 8-2-1858, 425 acres on the south bank of the East Fork of Stones River. The deed mentions a road leading to Murfreesboro, the junction of two roads, the road from the mouth of Cripple Creek to Murfreesboro, and the Old Jefferson Road.

DB 10:109-110, William J. Anderson to John A. James, 1-5-1859, 425 acres in CD 22 with the same description as DB 9:556-557.

DB 16:324-325, John James to E. B. and J. R. Fathera, 3-21-1869, 425 acres with the same description as DB 9:556.

DB 19:76-77, E. B. Fathera to J. R. Fathera, 2-22-1873, 1/2 interest in 425 acres in CD 22.

Map of Rutherford County, CD 22, J. R. Fathera.

Col. Robert Weakley

DB 9:110-111, A. M. McKnight, Sheriff, to E. H. Childress, 9-19-1857, 580 acres. An undivided interest in the tract of land in which Robert L. Weakley's mother's dower was transferred. The land was in CD 6. It was adjacent to the lands of Mrs. Ralston on the south, Mrs. Muse on the east, J. H. Charlton on the north, and John Monson on the west. It was the tract on which Robert Weakley died.

DB 14:1, Moseph W. Davis and wife, Mary Jane Weakley Davis, to Hickman Weakley, 12-11-1865, interest in 800 acres in CD 2 on both sides of Stewart's Creek with the dower of Enlosa Weakley.

Map of Rutherford County, CDs 2 and 6, H. Weakley, S. Weakley, F. Weakley, and J. Davis.

APPENDIX C

Stephen White

DB S:369-370, Stephen White to Burrel G. White, 2-5-1831, several tracts of land--550, 100, and 24 acres.

DB 4:446, Burrel G. White to John F. Howland, 8-19-1846, 100 acres on the waters of the east fork of the West Fork of Stones River.

DB 5:140-141, Burrel G. White to Burrel P. Johnson, 2-22-1851, 111 acres in CD 25 on a road.

DB 13:167, B. G. White to B. N. White and Franklin White, 7-8-1865, 70 acres in CD 25.

Map of Rutherford County, CD 25, F. White, B. M. White.

Col. James Wilson

DB L:389-390, James Wilson's executors to Logan Henderson, 8-25-1818, 635 acres on Lytle's Creek.

DB T:305, Logan Henderson to John Lawrence. The deed book is missing.

Cemetery Records 2:102, Edgar Pearson, infant son of James and A. M. Wilson, 1844-1849, Kelton Cemetery, Dilton Quad., USGS Map.

Map of Rutherford County, CD 18, J. F. Henderson and J. Lawrence.

Samuel Wilson

DB H:241, Samuel Wilson to Wilson Kerr, 4-7-1812, 128 acres on the west side of the West Fork of Stones River.

DB H:54-55, Samuel Wilson to Samuel McFadden, 3-15-1819, 16 acres on the west side of the West Fork.

DB R:260, Samuel Wilson to Samuel McFadden, 8-29-1826, 42 acres on the West Fork.

DB S:380, Samuel McFadden to John Covington, Jr., 10-1-1828, 33 acres on the west side of the West Fork.

DB X:574-575, John Covington to Varner D. Cowans, 2-12-1840, 131 acres on the West Fork of Stones River north of the Nashville, Murfreesboro, and Shelbyville Turnpike.

DB 21:144, J. W. Sparks, Clerk and Master of the county court, for R. D. Jamison, Executor of V. D. Cowens, deceased, to the United States, 5-5-1875, land for the Hazen Monument.

Map of Rutherford County, CD 9, National Cemetery.

Isaac Wright's Mill

DB H:417-418, Isaac Wright to Jesse Brashear, 2-14-1810, 176 acres on the south side of the East Fork of Stones River including the dwelling house and improvements. The deed mentions a road from Isaac Wright to Brashear's and a road from Isaac Wright to the Old Jefferson Road.

DB 7:259, Isaac Wright to Gideon B. Hall, 1-11-1855, 10 acres in CD 19 with all the machinery and property belonging to the mills on the south side of the river and the cotton gin on the north side.

APPENDIX C

DB 7:440, Gideon B. Hall to John W. Hall, Trustee, 7-9-1855, 10 acres on the East Fork including the mills and gin in CD 19.

Map of Rutherford County, CDs 17 and 19, J. W. Hall and G. Mill.

Capt. Richard Wright

DB M:264-265, Richard Wright to Nathaniel Winston, 11-16-1819, two tracts--137 and 50 acres on the Rutherford and Bedford County lines and the waters of the West Fork.

DB N:56-57, Nathaniel Winston to George Clanton, 5-27-1820, 137 acres on the waters of the West Fork on the Rutherford and Bedford County line.

DB U:35-36, George Clanton to Francis A. Houchner, 12-16-1831, 111 acres on the waters of the Little West Fork.

DB W:52-53, Francis A. Houchner to Hicks Ellis, 1-18-1837, 111 acres with the same description as U:35-36.

DB 14:154, Hicks Ellis's executors to James J. Winsett, 3-1-1866, 132 acres.

Map of Rutherford County, CD 14, J. Winsett.

Francis Youree

DB L:495, Francis Youree to George McDonald, 5-15-1819, 100 acres on Cripple Creek and the military line.

DB L:505, Francis Youree to William Neely, 5-13-1819, 100 acres on the military line.

DB 3:451-452, Francis Youree to John Neely, 12-13-1838, 32 acres on the waters of Cripple Creek.

DB 8:597-598, F. A. McKnight to Silas M. Youree, 5-23-1855, tract located in CD 23 and was the one on which Francis Youree lived at his death.

DB 19:209, S. M. Youree to B. M. Becton, 4-8-1873, 5 acres in CD 23.

DB 14:273, S. H. McKnight, A. B. Witherspoon and others to J. H. Neely, 1-30-1857, 161 acres in CD 23 on which John Neely died. The deed mentions the thirty-first mile tree of the military line as being on this property. This tree was also located on the property of DB L:505.

DB 14:277, J. H. Neely to J. A. E. Neely, 1859, 161 acres with the same description as DB 14:273.

Cemetery Records 2:100, Elizabeth, wife of Francis H. Youree, 9-13-1828 to 1-16-1874, Youree Cemetery, Readyville Quad., USGS Map. The cemetery is located 1-7/8 miles west of the Cripple Creek Church.

Map of Rutherford County, CD 23, S. Youree, B. Becton.

APPENDIX D

MAPS OF THE ROAD DEVELOPMENT IN
RUTHERFORD COUNTY, 1804-1878

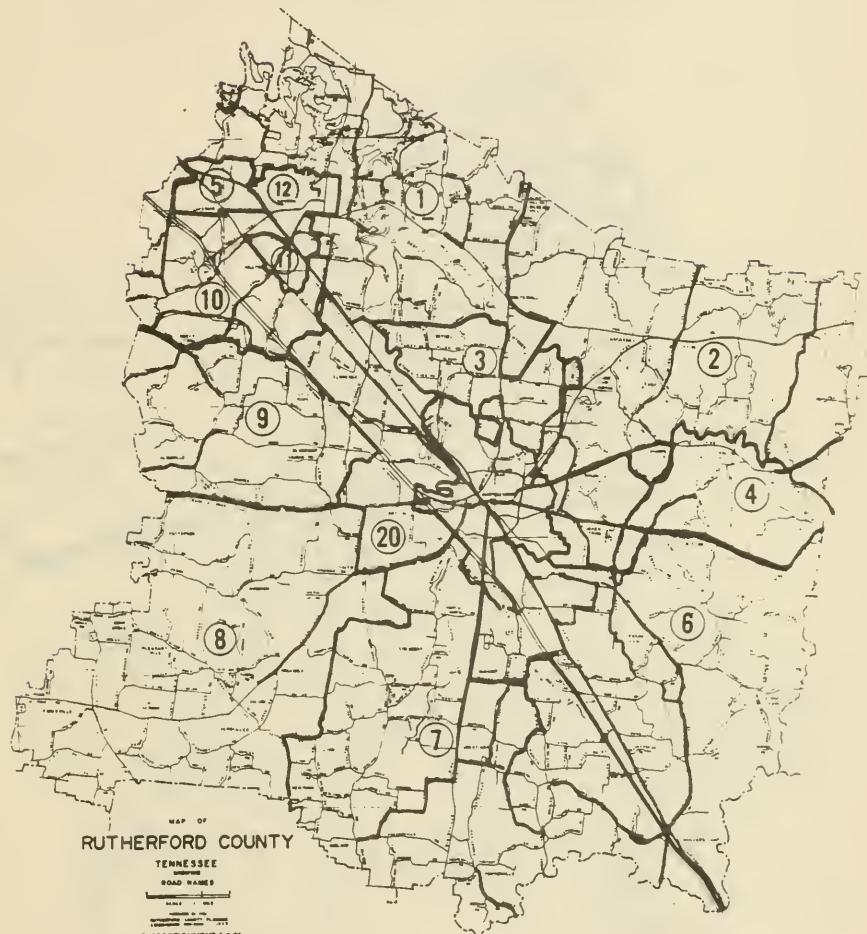
In this appendix, road development in Rutherford County from 1804 to 1878 is shown by color coding on maps. One map depicts the county's public roads from 1804 to 1839, while another shows the turnpikes from 1830 to 1878.

A third map, published by D. G. Beers and Company in 1878, depicts roads and lanes of Rutherford County. These roads and lanes are not documented by this thesis.

APPENDIX D

A MAP OF RUTHERFORD COUNTY'S PUBLIC ROADS,

1804 TO 1839



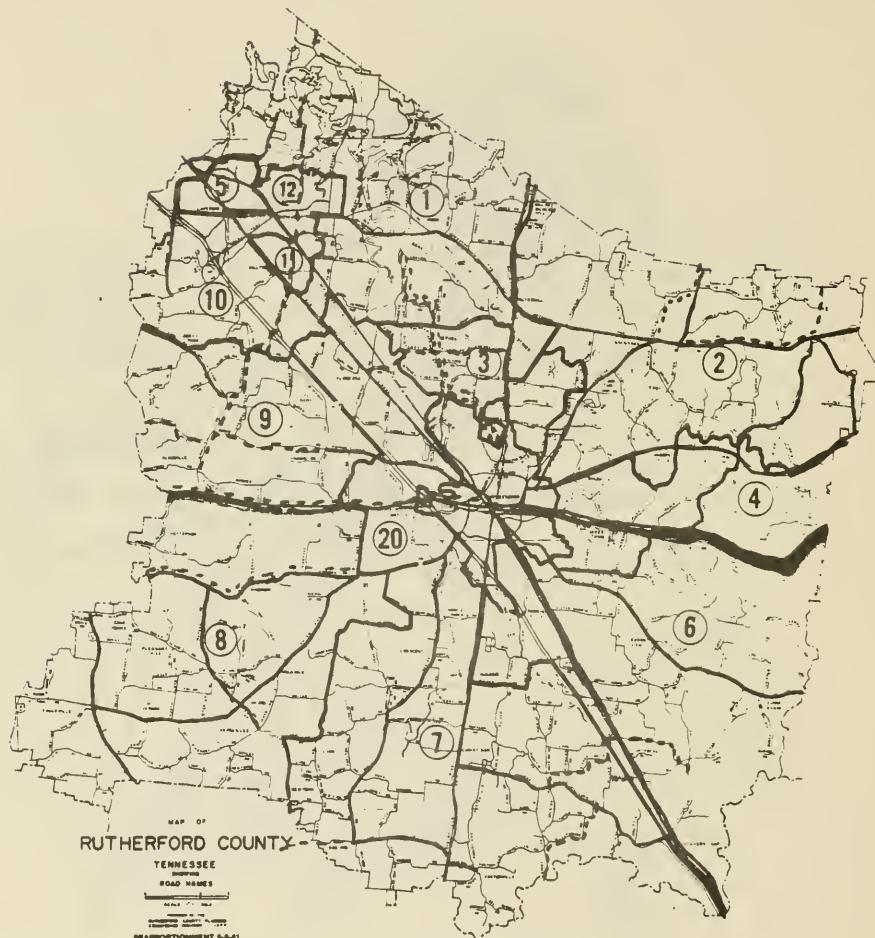
MAP LEGEND

—	1809
—	1810 - 1819
—	1820 - 1829
—	1830 - 1839

APPENDIX D

A MAP OF RUTHERFORD COUNTY'S TURNPIKES,

1830 TO 1878



MAP LEGEND

—	1830 - 1839
—	1840 - 1849
—	1850 - 1859
— - -	1860 - 1869
— - -	1870 - 1878

APPENDIX D

A MAP OF ROADS ON THE 1878 MAP OF RUTHERFORD
COUNTY, PUBLISHED BY D. G. BEERS & COMPANY
AND NOT DOCUMENTED BY THIS THESIS

MAP LEGEND

—	ROAD
- - -	LANE

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INDEX

ABBOTT: David	202, 219	ARBUCKLE: Ralston	98
Major	167	William	96
ABBOTT's Mill	166, 174, 175, 179, 206, 250, 256,	ARMSTRONG: John W.	89
ACKLIN: Christopher	205, 250, 257	ARNETT: Samuel	248
ADCOCK: Dawson	169	ARNOLD: Edwin	228
John	151, 203, 214	Enoch	209
ADCOCK's	158	James	51
ADAMS: Edward	232	John	203, 207
George	160	Peter	150, 154, 155, 159, 162, 167, 192, 206, 209, 210,
W. H.	247	Thomas	220
ADKINS: George	161, 212	William, Jr.	207
ALEXANDER: A. M.	91, 232	William, Sr.	198
B. F.	254	ASBURY Meeting House	177, 178
Elizabeth	254	ATKINSON: Wm. Cotton Gin	178
Horatio G.	173	AVANT: Abner	208
James	159, 169, 210	James	223
Jesse	172, 173, 219, 228	AVARET: James	252
John	221	AVENT: James M.	247
John D.	91	AVERETT: -----	187
M. H.	254	AVERY: Peter	13
Miss M. J.	254	Samuel	212
Madison	97	AVERY's Trace	14
Pritchett	177, 205, 209, 219, 245	BAIRD: William	126
S. S.	219	William D.	233, 234, 243
ALLEN: Rev. E. J.	234	John	96
James	194	BAKER: Humphery	165, 220
J. H.	231	BANKHEAD: John	203
Joseph	198	BANTON: Lewis	151, 154
R. J.	223	BANTON's (Lewis) Ford	204
ALLISON's Mill	142	BANTON's Ferry	157, 168, 216
ANDERSON: Caleb	205	BAPTIST at Abbott Mill	250
Charles	239, 255	BAPTIST Society Church	248
Charles' Shop	174, 220	BARCLAY: Dr. N.	254
Henderson	125, 220	BARFIELD:	144, 218
H. I.	112	Frederick	142-146, 148-152, 154, 157, 160-163,
James L.	232		165, 169, 178,
Mrs. M. J.	239		196-200, 205, 208, 210
Samuel	47, 211, 257	BARFIELD Meeting House	174
Mrs. S. A.	250	BARFIELD's Spring	151
William J.	257	BARFIELD: William	170
William P.	142	BARK CAMP	155, 207
ANDREWS: David	207	BARKER: Dollarson	240
John	249	Willis	250
ANTHONY: John	160, 211	BARKLEY: Andy	221
Lewis	145, 202, 220	John	154, 204, 207, 221
ANTHONY's Mill	174, 221, 229	BARKLEY's Ford	148
ANTHONY's Steam Mill	109		
ANTIOCH Meeting House	79, 80		

BARKSDALE:	Nath	209	BERKLEY:	James	52
BARR:	D. B.	235	BERRY:	Francis	146
	Isaac	197		O. M.	147
	Silas	213	BETHEL	Meeting House	184
BARRENS:	--	144	BETTS:	Henry	252
BARROW:	Washington	49		Silden	253
BARTON:	David	198		Zachariah	253
BARTON:	(Joshua) Spring	153	BETTY:	George	91
	Joshua	52	BEVEN:	Widow	144
BASS:	Benjamin	221	BEVINS:	James	59
	Miss Eliz. L	221	BIBLE's Mill		171
	James, Jr.	221	BIG CEDAR LICK		140
	James J.	228	BIG SPRINGS		108
	James M.	150,154,157, 160,161,169, 175,205,206, 211,221	BILBRO:	Doc	109
	Robert	212	BILLAH:	Moses	210
	-----	174	BILLESPIE:	James	156
BATEY:	Ben	93,113, 184,243	BILLINGSLEY:	---	17,193
	Thomas	228		Bozel	141,145,193
	W. B.	243	BINFORD:	Joseph W.	239
	William	208	BINEM:	William	165,215
BATY:	Chris	52	BINGHAM:	A. J.	111
BATON:	Maney	197	BISHOP:	John	216
BATTON:	Presley F.	237	BIVINS:	B. A.	249
	J. B.	237		B. R.	249
BAUGH:	J. A.	95	BLACK:	John	52
	John H.	108		Samuel P.	175,221, 222,250
BEACH:	Thomas C.	112		Spotswood	257
BEAN:	Jessee	25,140,144, 194,221		L. P.	68, 96
	John	213,216		Thomas, Sr.	126
	Robert	195		Thomas C.	68,125, 221,222,226
BEARD:	William M.	52		T.	222
BEARWOOD	's old Place	98	BLACK	184	
BEASLEY:	John J.	232	FO	Shop	140,141,144, 145,147,152-
BEATTY:	Benjamin, Sr.	126	BLACK	FOX	154,162,173, 177,192,196-
BECTON:	B. B.	259	FO	Camp	198,200,204
	George W.	246			221,235
	Creek	188	BLACK	FOX	16,159,210, 221,226
BEDFORD:	John R.	236	FO	Spring	5- 7
	Thomas	192-193	BLACK	FOX	6
BEECH GROVE		133	FO	Trail	93,206
BEESLEY:	Solomon	198	BLACKJACK	Trace	
BELL BUCKLE	Depot	111	BLACKMAN:	Alfred	221
BELL:	James	201,203		A. W.	206,208
	John	111		James	
	Robert	112	BLANKS:	Ingram	156,161, 208,222
	Samuel	213		BLUE	229
BELT:	Benj	248	SPRING:		
BENGE:	O. M.	147,194, 200,201	BOLE:	James	153,161,201
				Hollow	148
BENNETT:	Evans	126	BORING:	Brown	126
	Joseph M.	126,232		S. B.	109,113
	M. T.	68	BOSTICK:	John C.	229
				Jonathan	88
			BOWEN's	Ford	143,144,195

BOWEN:	Captain	161	BRAWLEY's Mill	165, 166, 169,
	Joseph	142		201, 205, 207
	William	143, 145, 146, 163, 176, 193, 195, 196, 198, 199, 205, 208, 210, 213, 235		215
BOWMAN:	Joseph	145, 214	BRYANT: Needham	203
	Maj Samuel's Mill	179, 222, 223	BRYN: William	109
	Samuel	145, 198, 199, 223	BUCHANON: George	193, 212
	William	46, 214, 223	Moses	90
	Creek	163, 213	BUCHANAN's Mill	91
	William H.	223	BUCKNER Mill	152
BOWMAN's Mill		148, 149, 166, 168, 174-176, 216, 217, 223	BUNKLEY Ford	226
BOWLING GREEN		80	BURNETT: Brooking	195, 236
BOWYER:	Henry	216	George	213
BOYD:	Robert	110, 193, 195	Robert	223
BRACHEN:	David	205	BURNETT's (Brooking) Mill	142, 150, 156, 208, 224
BRAGG:	Gen Braxton	120	BURNS Horse Mill	170
BRADFORD:	Robert	151, 165	BURRUS: Col	171
BRADLEY:	John	192, 209	Fayette	182, 251
BRADLEY's Mill		155, 207	Joseph	192
BRADY:	Frederick	204	BURRUS Meeting House	177, 178, 224
	William	236	BURTON: Frank N. W.	65, 227
BRIERY BRANCH		144, 145, 197	Gideon	153, 195
BRANDON:	Cornelius	201	Gibson	143
	George	52, 193	John W.	67
BRASSEAR:	Isaac W.	255	BUSHNELL CREEK	92, 163
	Jesse	98, 258	BUTLER: John	253
BRITTON:	John	91	Nancy	248
BROOKS:	Isaac	152, 204, 223	Thomas	249
BROTHER:	John	197	Thomas O.	99, 100, 249
BROWN:	Elizabeth	241, 242, 254, 255	William	249
	F. G.	255	W. L.	249
	George A.	255	W. R.	249
	Gurnsey G.	233	W. S.	239, 248
	John	135, 152, 155, 156, 193, 207, 223, 255	BUTLER's Glade	92
	Ripps O.	255	CAIB: Andrew W.	173
	Robert F.	255	CAINSVILLE-Pleasant Valley	
	W. B.	128	Turnpike	
	Wiley	113, 227	CAINSVILLE-Statesville	
BROWN's (John) Bridge		92	Turnpike	
BROWN's (J.) Mill		244	CALDWELL: William	109, 128
BROWN's Mill		180, 182, 183, 255	CALHOUN: George	126
BROWN's Blockhouse		16	CAMPBELL: E. H., Mrs.	236
BRUCHIN:	David	205	D. S.	224
BRAWLEY:	Hugh P.	144, 148, 205	George E.	224
BRAWLEY's (Hugh P.) Mill		148, 153-155, contd	J. H.	224
			Samuel	97, 149,
				158, 161, 165,
				202, 224, 251
			W. W.	224
			CANNON: John T.	111
			Gov. Newton	49, 55
			CANNON Street	164, 215
			CANTRELL: Ota	198
			CARNAHAN: Andrew	177

CARNEY:	John S.	127	CLARK:	William	246
	Joseph	51		W. M.	126
	L. H.	91, 94	CLAYBROOK:	John S.	94
	W. J.	226, 236	CLAYTON:	Benjamin	177, 225
CARR:	Benjamin	199	COCKE:	Jarratt	93
CARR's (Ben) Mill		147, 200, 224, 252	COCKRAN:	James	194
CARROLL:	Gov. William	44	COFFEE:	John	153, 205, 225
CARSON:	Robert	154, 205	COLEMAN:	B.	173
CARTER:	Maj. Samuel	68		Blackman	236
CARTER's (John) Stillhouse		170		W. P.	222
CARTWRIGHT:	Robert	192	COLLIER:	W. T. F.	250
CASON:	James M.	126		James M.	242
Castle Street		174		Jesse	68
CASWELL:	Rich	149, 154, 224		N. C.	242
	Widow	158	COLLIER's Creek		80
	- - -	202	COLONIAL North Carolina		8, 9
	William R.	240	COLUMBIA		70
	William	224	COLVILLE:	Lusk	52
CASWELL Creek		161	COMER:	Adam	203
CASWELL Plantation		152		G.	255
CASWELL Shoals		157, 162, 167, 212	COMMERCIAL HOTEL		28
CATHAY:	Alex	203	CONN:	Josiah	203
CAUFIELD:	John	226	CONNELL:	Enoch P.	253
CEDAR Creek		159	CONNELLY:	John W.	52
CHAPPELL:	John	230, 234	COOK:	Charolette	228
CHARLTON:	J. H.	257		Rezekial G.	216
CHERRY:	James	213		James H.	228
	S. M.	234		John S.	227
CHERRY's (Isham) SawMill		159, 216		Joseph M.	128
CHICKAMAUGA Trace		17	COOPER:	May	230
CHICKEN Road		184		Thomas	108
CHILDRESS:	Anderson	253	COPELAND:	Samuel M.	226
	Dr.	188	CORDELL:	Clifford	251
	E. H.	257	CORLEW:	Robert	48
	Joel	253	COTHRAN:	Philamon	194
	J. W.	253	COTTER:	William	206
	Mrs. M. B.	253	COTTEN:	C.	216
CHRISMAN:	George	126	COUNTS:	John	148, 201
CHRISP:	William	178	COVINGTON:	John	156, 208, 226
CHRISTIANA		108		John, Jr.	258
CHRISTIANA Big Springs				William	94
	Turnpike ---	108		William F.	226
CHRISTIANA Dug Hollow			COWENS:	Varner D.	47, 179, 258
	Turnpike ---	107, 113, 115, 116, 117, 118	COX:	A. W.	109
CHRISTIANA Millersburg				Elijah	211
	Turnpike ---	108, 115, 116, 117		Hiram	234
CISCA		5	CRADDOCK:	John	203
CLANTON:	George	259	CRAIG:	Hugh	193
CLARK:	David	201	CREGG:	L. M.	98
	John	160, 167, 215, 216	CRICHLOW:	T. H.	88
	Robert	215	CRIPPLE Creek Turnpike		98, 101,
	Martin	46	CRIPPLE Creek Mouth		104, 105, 106
CROCKETT:	Granville S.		CROSTHWAIT:	Elizabeth	146
CROSTHWAIT:	Elizabeth			Shelton	255
				CROSTHWAIT's Mill	225
					206, 225
					168, 217, 225

CROW:	Henry	201	DEGRAFFINREAD (A., M.) ↪	165, 224, 227
CUMBERLAND	Presby Church	245	rafting ground	
CUMBERLAND:	Stone's River		DEGARRETT	166, 212
	Turnpike ---	65, 66, 67, 68, 72, 73, 75, 136	DEMENT: Cader	214, 227
	Turnpike	15, 43	DEW: John	26
CUMMIN:	Richard W.	219	DICKENS: Dr. James H.	248
	Robert G.	241	DICKINSON: David	46, 164,
CUMMIN's (John) Mill		17, 140-142, 144-150, 154, 194, 196, 197, 200, 202, 205, 207, 226, 244, 250	DICKINSON's Mill	174, 227, 254
CUMMIN's Ford		156	DICKSON: E. N.	160, 173,
CUMMIN's Road		141, 222	Ezekiel	178, 183, 227
CUMMING:	Hugh	206	James	186
CURRIN:	Jonathan	172	John	194
DANCE:	Russell	55, 56	Joseph	200
DALTON:	John	231	Gen. Joseph	194, 198
DANIEL:	George A.	249	Sam	155, 212,
	Thurston	249	DILLIN: Charles	227
DANVILLE		52	J. A.	112
DAVIDSON:	John	214, 240	J. R.	244
	Josiah	193	DISTILLERY	228
DAVIS:	Abel	230, 231	DOAK: John	232
	Alfred	126	DOBBIN's Shop	205
	Aquilla	244	DONAID's Store	188
	Baldy	231	DOHERTY: George	188
	Benjamin	247	DONELSON: Jacob D.	26
	Charles	231	DONOHO: Edward	59
	Charles L.	112	DORAN: Mary	172, 227
	Charles R.	231	Capt. William	227
	Henry	205	DOUGLAS: George	169, 172,
	Isaac L.	226	Harry A.	217, 227, 241
	J.	257	N. L.	163, 228
	John	207	DOUGLAS: Church	221
	Josiah	193	DRAKE: John	232
	Jo. W.	112	DROMGOOLE: John E.	108
	Julia	231	DUG HOLLOW	25
	L.	113	DYER: Joel	225, 238, 240
	Lawson	212	Robert H.	150, 165,
	Leonard	126, 184	EAGLEVILLE	201, 203, 215
	Luckett	226, 143, 147, 171, 201, 204	EAGLEVILLE-Chapel Hill	4, 121
	Mary Jane Weakley	257	Turnpike	
	Moseph W.	257	EAGLEVILLE-Salem Turnpike	100, 104,
	William I.	204	Turnpike	99, 102, 104,
	Young	254	EAGLEVILLE-Unionville-	105, 115, 135
DAVIS MILL		59	Shelbyville	
DAY:	Jesse	208, 233	Turnpike	89, 102, 104
DEER PARK (Matthew				138, 187
McClanhan)		170	EARWOOD: John	177, 218
			EDMUNDSON: John	112
			EDWARDS: Arthur H.	229
			Arthur M	229
			J. W.	229

EDWARDS:	John	153,168, 175,229	FLEMMING: Samuel	230
	Nancy	229	FLEMMING's (James) Mill	257
	Owen	153,163, 165,168,217	FLETCHER: B. D.	254
	Capt Owen	141,142,193, 196,204,229	J. F., Jr.	253
	Thomas	93,126	James F.	235,236,252
	Thomas H.	229	John	174,231
	William	142,146, 166,194,200, 207,216	M. L.	243
	W. T.	229	Minas L.	230
ELAM:	Christopher	198	Munford H.	230,234
	Daniel	206,209,253	William C.	225,240
	Edward	239		
	John	253		
	Rebecca O.	256		
	T. J.	245		
ELDER:	Elias A.	219	FLOODS	137
ELLIOT:	Alfred	113	FLORENCE	112
	James	216,222	FLOYD: Drury	98
ELLIOTT:	John	153,160, 161,165,168, 212,229	FOILMSBEE: Stanley	43, 53
	Lane	182	FORD: Edmund	205
ELLIOTT's	Hicks	178,259	FOSTER: Ephraim	223
ELLIS:	John P.	229	James	110
ERWIN:	James	198,208	James H.	46
ESPEY:	William	157	R. C.	49
ESTIN:	Maj. Thomas	13	FOSTERVILLE	121,240
EVANS:	James	109	Fosterville Turnpike	59, 71, 73
EWING:	John	111	FOSTERVILLE-Rover	72, 73
	Thomas	127	Turnpike	110,117
FAIN:	R. W.	128	FOX Branch	234
FAIRFIELD	½ Shelbyville		FRANKLIN ROAD	25
	Road	111	FRANKLIN-Eagleville	108,114,115
FARMINGTON	Middleton		Turnpike	
	Turnpike	89,104	FRANKLIN-Lewisburg	108
FARRIS:	C. B.	99	Turnpike	
FATHERA:	E. B.	257	FRANKLIN-Murfreesboro	
	J. R.	257	Turnpike	
FAWCETT:	- - -	176,218	FRENCH LICK	69, 70- 73,
	Arch	230	FREEMAN: Robert	87,101,
	James S.	230	FREQUITT: Matt	103-105
FAYETTEVILLE		28	FRIZZLE: John W.	
FEATHERSTON:	Jesse	150, 151,197	FROST: N. H.	234
FERGUSON:	John	200	FT. Nash	5
FERRISS:	Josiah	251	FUGATH: Benjamin	89
FIELD:	B. G.	111	John	165,209
FISHER's (Boiling) Mill		170,171, 217,230	FULKS: James	147,200
FITE:	Moses	97	John	201
FLEMMING:	David	211	Thompson	217
	John	149,230	FULLER: Henry	193
			John	167
			FULLERTON: James	205
			FURGERSON: Elizabeth	168
			FURGUSON: George	249
			Mrs. S. J.	249
			GABLE: - - -	166
			W.	164,214
			GADAWAY: John	220
			GAMBILE: Aaron	198

GAMBILLE:	George	198	GREAT SALT LICK	4
GAMBLE:	---	213,214	GREAT South Trail	4
GANAWAY:	Benwell	211	GREAT Shoals	144
	Burwell	218,(220),231	GREEN: James	111
	Walker	210		Joseph J.
GARNER:	James	195	GREGORY: Edward	126
	Lewis	58, 95,107	GREGORY Mills	216
		183,185,230	GRESHAM: George	233
GARNER's (James) Knob		154	GRIER: W. K.	197
GARNER's Mill		188	GRIFFIN: William	126
GARRETT:	W. G.	129	GRIGG: L. M.	216
GARRISON	Ford	145,148	GUM: George	224
GARRISON	Road	17,141,143, 145,146,148, 167,172,193, 198,199,201,213	Norton	132
GENTRY:	Campbell	112	HAILY: John	194
GEORGIA	Road	25, 43	HATMES: James	94
GIBSON:	G. W.	95	HALEY: Matthew	65
	Col. John H.	206	HALL: Andrew	192
	William	211		Andy
GILL:	William	253,254		217
GILLIAM:	William	142,194,231		David
GILLISPIE:	Francis	231		177,218
	James	166,216, 217,231		Gideon B.
	Samuel	245		258,259
GILMORE:	John	220		Henry
GIN:		243,259		97,110,248
GLADE Creek		144,145,197		John
GOOCH:	Allen T.	59		205
	Benjamin	59		John W.
	David	153,204,231		89,259
	John C.	59, 79		Jonathan
	M. E.	231		203,213,232
GOODIN's Point		171		Randolph
GOODLOE:	Henry	160,176, 194,203,232		98
	T. W.	232	HALL's Hill	134,186,232
GOODMAN:	Capt.	151	HALL's Store	89
	George	161,209	HALLYBURTON: J. E.	222
	Henry	157		John
	Widow	166,169,209		247
	William	223		R. P.
GOODUS:	David	172		William H.
GOODWIN:	W. H.	125		247
	W. W.	125	HALY: John	128
GOWAN:	William H.	89	HAMILTON: Hance	149,202,233
GOWEN:	John	25,230		James
GRANITE Shoal		142		147,200
GRANVILLE:	William	199		Thomas
GRAVES:	David	94	HANCOCK: Robert	208,233
	Jonathan	200		192
	Joseph D.	251		W. D.
GRAY's Mill		160		68
GRAYSON:	Capt. Peter	-148,201,204	HANLY: William	149,202
			HANNES: David	214
			HARBIN: Alfred S.	237
			HARDEE: Gen. William J.	120
			HARDEMAN: Constant	193,214,233
			HARDEMAN's Mill	151,157,164, 168,171,175-
				177,203,214,218
			HARDING: Giles	93
			HARDING's Mill	170
			HARNEY: A. T.	237
			HARPETH Lick	217
			HARPETH Turnpike	88
			HARRELSON: Vincent	213
			HARRIS: Capt. Alsea	215
				C. B.
				Isham G.
				99
				Joel
				John C.
				225

HARRIS:	Robert D.	225	HOGG:	Widow	182
	Samuel	228	HOGWOOD:	Dennis	91,221
	Sherwood	197	HOLDEN:	C. W.	188
	Simpson	68		Dennis	243,244
HARRISON:	Coleman	110		Sara Nash	244
HART:	James	218	HOLLOWAY:	Joseph	129
	Moses	51	HOLLOWELL:	James J.	233
HART'S Spring		59		William B.	231
HARTLEY:	H. C.	129	HOLMES:	H.	246
HARTWELL's Footlog		92		James	202,227
HARVEY:	Charles B.	145,193,196	HOLTON:	William	236
HASKEL:	Joshua	254	HOODS:	H.	247
HAWLET:	J. S.	126	HOOVER:	Christopher	248
HAYNES Bros Supply Co.		238		Henry	95
HAYNES:	David	214		Jacob	51,204,234
	James	99		John	65,148,
HAYWOOD:	Dennis	128			201,210,256
HAZLE:	Green	28		John P.	111
HAZLETT:	David	211	HOOVER's Gap		210
HEARE:	John P.	246,247	HOOVER's (Mathias) Mill		234
HENDERSON:	F.	58	HOOVER's Mill		155,156,159,
	James	148,152,			166,169,204,234
		156,218,233	HOOVER's Settlement		152
	J. F.	229,245	HOOVER's Gap Turnpike		51, 56,
	John	144,156,232	HOOVER's Gap-Christiana		71, 76
	Logan	55		Turnpike	95,103
	Samuel	152,233	HOOVER's Gap-Bell Buckle		
	William	228		Turnpike	111,114,
HENLY:	Turner B.	230			115,117
HENRY:	Beverly W.-	222,238,240	HORD:	Thomas	223,229
	Fantleroy	222	HOCHNER:	Francis H.	259
	James B.	218	HOUSE:	Charles	109
	John	157,174,		G. W.	252
		208,209,233		George	93
HENRY's Mill		181,184		Samuel	198
HERNDON:	Joseph	142,145	HOUSTON:	Gov. Sam	44
HERRING:	Abram	215	HOWARD:	--	161,167,
HICKS:	--	201			211,216
	Arch	52			
	Henry H.	256	HOWELL:	William	194,212
HICKMAN's		147	HOWELL's (William) Mill		148
HIGDON:	--	236	HOWELL's (Capt.) Mill		17,140-144,
HIGGIN:	--	151,165,214			148,149,162,
	James	234			163,192,193,199,
HIGHT:	William G.	93,110			202,212,213
HILL:	Allen	194	HOWLAND:	John F.	108,257
	Isaac	52	HUBBARD:	William	177
	James	193,223	HUDDLESTON:	John L.	126
	John	91,202	HUDSON:	Green B.	126
	Rich	206	HUGGINS:	W. B. & Co.	133
	Thomas	207		Col. William S.	68,239
	T.	247	HUGHES:	Mary B.	235
	William	209	HUNT:	Mrs. L.	251
HILLARD:	(Isaac) Lots	172,234		W.	240
HILTON:	John	51	HUNTER:	Andrew	240
HOGG:	Samuel	244		Robert	142,144,
					150,195,235

HUNTER's Warehouse	65	JETTON:	Lewis	89, 232, 235
HUNTSVILLE	28		Robert	46, 162, 166, 196,
HURRICANE Creek Ford	140, 141			206, 212, 235
HUTSON: A. M.	186		Robert B.	125, 226, 236
HUTTON: John	207	JOBE:	E. C.	126
HYDE: Mrs. -	153, 204	JOHNS:	--	164, 174
IRVINE: John	207		Abner	149, 202
IVEY: Benjamin	232		Edmund	202
Charles D.	232		John	210, 214
Thomas	236, 246		Joseph B.	59, 65, 209
JACKSON: F. Sr,	99		Paul V.	237
James	244		R. V.	111
Washington	244	JOHN's	(Abner) Shoals	174, 175
William	94, 110	JOHN's	(H.G.) Store	128
JACOBS: Clinton	107	JOHNSON:	Gov. Andrew	90
Greenberry	204		Benjamin	70, 92,
Samuel	216	JOHNSON:	Burrel P.	96, 252
JACOB's Wagon Road	172		Jane	258
JAMES: John A.	257		John	246
John P.	178, 228		Mrs. A.	200, 244
Thomas	226		Samuel	250
JAMISON: H. D.	218		Thomas	146
Henry D.	47, 97, 234		William	245, 246
Mrs. Henry	110	JOHNSON's	Mill	214, 215
R. D.	251, 258	JOHNSTON:	Capt. James	243
Thomas	95		John	152, 204, 209
Thomas H.	107, 108		Larkin	245
JARMEN: Hall	96	JONES:	A.	197, 204
Mrs. -	187		A. B.	242, 255
JARRATT: Arch	159, 211		Amizi	222
David M.	179, 255		Ann	244
Deveraux	224	JONES	Crossroads	241, 242,
John J.	99		Elihu	254, 255
Thompson	110		Enoch H.	225
JEFFERSON: 28, 61,			James	98
111, 142-146, 154,			Ezra	199
180, 181, 183, 184,			James	109, 165,
194, 199, 202, 215			Jonathan	215, 245
JEFFERSON Turnpike	59, 60, 63-		R. C.	218
	65, 72, 73,	JONESBORO		98, 111
	97, 115,	JORDAN:	Arch	13
JENKINS: Captain	146		John	98
Hiram	182, 235		B. Joshua	93
Nimrod	154, 165,		M. B.	225
	169, 199, 206,		Minas	225
	215, 235, 252		Newton C.	94, 128
Mrs. J. M.	235		William	94
Mrs. N.	235	JUNCTION	Turnpike	187
JETTON: Col.	173	JURY of View		111
James L.	250			19
James S.	208	KEDRON	Church	127
John	151, 235	KEEBLE:	E. A.	94, 256
John L.	232, 235		Walter	153, 205,
Lawrence	253			217, 238

KEEBLE:	Walter, Jr.	236	LANCASTER's Mill	141
KEEBLE's Mill		171	LANCASTER's Turnpike	42
KEITH:	Daniel	248	LANE:	245
KELLOUGH:	Thomas	206	LANNUM:	Levi
KELLY:	Albert	246	LARK:	Widow
	E. B.	100	LARANCE:	William H.
KELTON:	James H.	226	LASCASSAS-Fall Creek	207
	Samuel	210	Turnpike	164
	William	210	LASCASSAS-Milton Turnpike	224
KERR:	Wilson	258	LAUGHLIN:	Capt.
KEYSTONE	House	28		151
KEYS:	David	166,168,216		James
KILLIAM:	Henry	192		199
KILPATRICK:	James M.	223		Samuel H.
KIMBRO:	Azariah	205,244,248	LAUGHRY:	J. N.
	C.	248	LaVERGNE Road	37
	John	165,207, 213,237	LaVERGNE-Rock Springs	255
	J. B.	110,128,224	Turnpike	120
	John B.	244	LaVERGNE-Stones River	91,103,104
	Joseph	79	Turnpike	90, 91, 103,104
	N.	236	LAWRENCE:	James
	R. P. S.	239		William H.
	William	17,140, 193,207	LAWING:	Robert
KINCAID:	William	205	LEADDON:	Widow
KING:	Andrew M.	194	LEADDON's Corner	144,196,197
	James M.	70, 88	LEATH:	John W.
	James Jr.	129		Mary
	John	129	LEATHERMAN:	J. M.
	Joseph	129	LEBANON-Cumberland Turnpike	110
KINGSLEY:	Alpha	247	LEBANON-Murfreesboro	66
KINNARD:	Anthony	158,208,211	Turnpike	112
	James	144	LEBANON-Sparta Turnpike	97
	John	197,206	LEDBETTER:	David
	Michael	199		William
	Nathaniel	197,200	LEDGETTER's Mill	55, 56, 231,240
KINNARD's	Ford	144	LEDDON:	Sarah
KINNARD's	Mill	160	LEECH:	Jame T.
KIRBY:	Henry B.	227		242
KIRK:	Hugh	235,245		W. C.
	Jane	235	LEGGRAND:	Peter
	J. J.	235	LEIGH's (George) Mill	199
	John J.	245	LEIPER:	J.
KNIGHT:	T. H.	109		John
KNOX:	Joseph	161	LENOIR:	John P. H.
	Joseph A.	249	LESTER:	Frederick
	Squire	208	LETTON:	James
	Thomas	161,208	LEWIS:	James
KNOX's	Spring	221	LEYLAND:	Peter
KNOXVILLE		28	LIBERTY Gap Road	215
KYLE:	Robert	14	LIDDON:	Benjamin
LACKEY:	Alexander	177,195, 196,210	LIDDON Spring	214
LAMB:	William	160	LILLARD:	Mordecai
				203,211, 242,250
			WILLIAM B.	98,252
			LILLY:	Noah
				150,163,167, 169,203,213,216

LINDSEY:	Joseph	111	MANEY:	Doc	174
LITTLE:	William	93,171		Dr. James	163,164,172,
LOCKE:	Charles	196		Lewis	176,227,234
	Jarratt	183		L. M.	8
	Jessee	52			239
LOCKE's Meeting House		186	MANOR Mills		234
LOFTIN:	Eldridge	164,205, 236,237	MANSKER's Station		13
	Thomas	209	MANSON:	James C.	126
Col William	1147,152,154, 156,197,200 204,205,231,237		MARABLE:	Braxton	158,210
Widow	155,157,158, 159,161,162, 164,166,205, 209,211,212, 213			Isaac	213
			MARABLE Spring		210
LOUIS:	J.	251	MARSHAL:	Col Daniel	170,220,239
LOURY:	Albin	211	MARSHAL's Knob		220,239
LOVE:	Charles I.	46	MARTIN:	James B.	109
	John	126		John	207
LOWE:	Alfred P.	107,125		L. H.	247
	Henrietta	237		William	14
	Phillip S.	202,250	MASON:	William	90
	W. S.	237	MATHEWS:	Isham	194
	Walter	172,237	MATTHEWS:	James H.	223
LYNCHBURG		28		John	194,207
Lynn Cottage Turnpike		88		William	256
LYON:	James S.	107	MAXFIELD:	J. A.	220
	Rev. Nathan	177,237	MAXWELL:	John A.	220
LOWRY:	George	26	MAYBERRY:	--	154,196, 212,240
	John	26			
LYTLE:	--	160	(Mayberry) William		151
	Archibald	88,253	MAYBIN:	William	151
	Ephraim	93	MAYFIELD:	Fountain A.	230
	John	88, 93,129, 155,222,237,238		William	210
		240	MacGOWEN:	Ebenezer	247
	Mary	238		Thomas	247
	Mrs.	187	McADAMS:	John L.	41, 42, 85
	William	70,237	McADO:	A. P.	126
	Capt. William	25,164, 172,174, 208,217,238		B. H.	96
		238,240	McBRIDE:	Samuel	96
	William F.	251	McBRIDE's	Ford	226
	William, Jr.	156	McBROOM:	Henry D.	244
LYTLE's Mill			McCAIB:	Andrew W.	52
MABRY:	Thomas	90	McCAIN:	Captain	173
MAHON:	William	150	McCAINS:	Capt	157,212
MAIN Street		25,171,172	McCLAIN:	A. G.	209
MALLARD:	George W.	210		R. B.	93
MALLERY:	John	97	McCLAIN's (Charles) Horse		93, 97
MALONE:	Stephen W.	254	Mill		159,210,231
MANCHESTER.	Pike	7	McCLANAHAN:	Matthew	168,176,214, 221,239
MANEY:	D. D.	111,127		Samuel	239
			McCLANAHAN's (Matthew)		
			Deer Park		170
			McCLAREN:	Franklin	220
			McCLARY:	Samuel	195
			McCOMBS:	Robert	209,212
			McCONICS	Meeting House	88
			McCONNELL:	Moses	207

McCORD:	Newton	94	McKNIGHT: A. D.	248	
McCOY:	Ezekiel	197	A. M.	257	
	Francis B.	209	David	52,169,176	
	Henry	165,174,	David M.	228	
McCoy's (Ezekiel) Mill		205,215,239	F. A.	259	
		144,145,	James, Sr.	217	
		147,150-154,	James	91,142,217	
		156,157,159-	J. D.	248	
		162,166,169,	J. N.	240	
		197,200,204,	John	88	
		205,211-214,	Capt. John	175,240	
		217,239	John M.	241	
McCoy's Glade		144	Joseph	155,166,207	
McCRACKIN: John		212	S. M.	259	
McCULLOCH's Mill		178,180,218	William	240	
McCULLOUGH: Alex		151	W. W.	128,228	
	Anna M.	240	McKNIGHT Graveyard	128	
	B. L.	88	McKNIGHT Settlement	194	
	B. W.	240	McKNIGHT (David) Stillhouse	217	
	Benjamin	167,202,212	McKORKLE: Robert	173,241,249	
		224,225,238,240	McLAUGHLIN: G. W.	126	
	Bryan	166		William H.	46
	J.	251	McLEAN: Anderson	169	
	James	9		A. M.	110
	J. C.	251		Charles	203
	J. P.	252		Robert B.	110,247
	Mary	251	McLEAN's Horse Mill	169,176	
	R. D.	245	MCLIN: William A.	217	
	Richard D.	222	McMILLIAN: Amos	207	
	Sarah	225,240	McMINNVILLE Turnpike	52, 53,	
McDONALD: George		259		71, 72, 76	
McELROY: Adam		221	McMINNVILLE-Woodbury-M'boro		
McEWEN: Maj. James A.		155,163,	Turnpike	53, 78, 79	
		207,240	MURRY: Samuel	209	
McFADDEN: Samuel		225,242,258		William	232
McFARLAND: Caleb		213	McNEESE: Samuel C.	153	
McFERRIN: Benton L.		171,177	McREE: Andrew M.	59	
	Burton	213	MECHANICSVILLE	81	
McGILL: David		56	MEDLIN's Branch	128	
	James	58	MENIFEE: Nimrod	164,168,	
McGREGOR: John L.		246		(195)241,242	
	Joseph D.	246	MERIDIAN Road	173	
	Ransford P.	59,246	MERIDIANVILLE	28	
	William A.	246	MERRITT: James F.	256	
McGRIGOR: John		46		Pleasant	256
McHENRY: J. B.		68	MERRY: James	244	
McIVER: John		220,239	MESSICK: G. B.	107	
McKean: Alex		155,206,	METCALF: Blind Jack	41	
		213,240	MIDDLETON	110	
McKEEN: Mary		240	MIDDLETON Turnpike	110,115,117	
McKEE: Ambrose		206	MILES: C. M.	256	
	James, Sr.	254		Ferdinand	127
	John B.	254		S. R.	112
	J. F.	110		Y. B.	185
	Rufus	237	MILL Creek Valley Turnpike	78, 80,	
	William	254		81	
	W. A.	254			

MILLER:	Alfred	220, 246	MORGAN:	Rolly Millseat	231
	Andrew	156, 206		S. W.	243
	A.	253		William	110
	Felix G.	107, 246, 247	MORRIS:	George	212
	Isaac	246		Robert S.	35
	I. J.	256		William B.	59
	James	197	MORTON:	James	46, 147,
	John	95, 166, 241			201, 211, 243
	John A.	231		Joseph	243
	J. P.	246		Dr. Samuel	229
	J. L.	220, 245		Widow	160, 162,
	Mary Ann	246			211, 213
	Matthew	197	MULLINS:	John	223
	Newton C.	241		MULLINS Hill Road	188
	P. C. F.	231		Mt. VIEW	28
	Rebecca O.	256	MURFREE:	Ezekiel	210
	Robert	147, 152,		Mathias B.	163, 164,
		200, 215, 241			173, 174, 243
	S. H.	245	MURFREE's Spring		144, 154, 155,
	Simon	145, 149,			166, 196, 206, 243
		151, 198, 241	MURFREESBORO		28
	Simon, Jr.	143, 196, 241	MURFREESBORO-Bradyville		
MILLER's Mill		152, 156, 204	Turnpike		94, 95,
MILTON-Jefferson Turnpike		92, 136,			134, 138
		137, 138	MURFREESBORO-Jefferson		
MILTON Seminary		128	Turnpike		127
MITCHELL:	Addison	111	MURFREESBORO-Lascassas		
	Samuel	127	Turnpike		96, 97,
	William	127, 242			104, 107
MONSON:	John	257	MURFREESBORO-Lascassas-		
MONTGOMERY:	James	206	Milton-Liberty		
	John	209	Turnpike		65, 96,
	M. (W.)	172			97, 104
MOORE:	Alex	195	MURFREESBORO-Liberty		
	Alfred	197, 214	Turnpike		83, 91, 92,
	Arch	242, 243			103, 104, 125,
	Ben W.	242			128, 135, 138
	Cederick	214	MURFREESBORO-Manchester		
	Ezekiel	199	Turnpike		125, 133
	Francis	242	MURFREESBORO-Manchester &		
	George	202, 210	Winchester		
	James	46, 212,	Turnpike		52, 56,
		242, 243			57, 58, 71,
	James B.	224			72, 73, 138
	J. C.	88	MURFREESBORO-Middleton		
	James M.	98	Turnpike		97, 104,
	John L.	241			107, 243
	Joseph S.	125, 198	MURFREESBORO-Salem Turnpike		99
	Lodwick	159, 160,	MURFREESBORO-Sulphur Springs		
		170, 197, 211	Turnpike		111, 127
	Nancy	242	MURFREESBORO Telegraph		99
	Warren	96, 242	MURFREESBORO-Triune Turnpike		129
MOORE's (Warren) Mill		257	MURFREESBORO-Wilkinson		
MOORE's Mill		150, 185,	Crossroad		93, 104,
		188, 203			115, 135
MORGAN:	Harwood	241			
	Rolly	203			

MURFREESBORO-Woodbury						
Turnpike		88, 95, 98,		NEWGENT:	John D.	254
		104,105,136		NEWMAN:	Joseph	192,196
MURPHY:	--	171		NEWSOM:	Lemuel	126
MURRAY:	Joseph H.	126		NEW MILLERSBURG		108
MURRELL:	James M.	256		NEW MILTON		241
MUSE:	Mrs.	257		NICHOL:	James	246
				NICHOL's Mill		181
				NICKAJACK Trail		5- 7
NAILOR:	Alfred	59				16,151,153
NANCE:	Bird	17,140,141		NOLAND:	R. C.	227
	Isaac	213		NOLANSVILLE Turnpike		79, 88
	William	198		NOLENSVILLE-Wilkerson		
NARON:	Henderson	126		Crossroad Turnpike		126
NASH:	Capt.	166		NORMAN:	E.A.C.	245
	Thomas	161,167,199,			H.	245
		216,243,244			Henry	56,168,
	Travis	205,216				215,219
	William	151,154,			James	142,143,146,
NASH's (Wm.) Mill		155,205,214			Robert	147,150,245
		150,152,165			William	245
NASHVILLE		203,204,244			William	205
NASHVILLE & Chattanooga		13			William, Jr.	197,205,209
Railroad				NORMAN's:	Col.	181,182
NASHVILLE-Murfreesboro				NORMAN's Blacksmith Shop		245
Turnpike		41, 90,108,		NORMAN's Bridge		177
		111,112,120		NORMAN's (Henry) Mill		172,174,
NASHVILLE-Murfreesboro-						180,183,184,
Shelbyville						186,187,245
Turnpike		47- 50, 59,		NORTH:	W.	249
		71,72, 90,132,		NORTHCUT:	John	193,212
		137,138,239,243		NUGENT:	John	211
NASHVILLE & Stone Fort Rd		246		NORVELL:	Moses	46
NEAL:	John F.	126			W. B.	111
	Thomas	216,230		ODDWELLOWS HALL:		248
NEAL's Mill		183,256		OLD NASHVILLE Hwy		7
NEELY:	James	197,210		OLD STONE Fort		5
	J. N. E.	259		OLIPHANT:	James	144,196,213
	John	259		OLIVER:	Andrew	145,197,198
*	Joshua	155			James	214
	William	259		ORE:	Maj	16
NEELY's Gap		97		ORR:	Alex	195,207
NEGLEY:	Gen	121			Allen	194
NELSON:	Beverly	46, 90			Robert	249
	John	251		OVERALL:	A.	250
	Logan	245			Abram	93
	Major John	179,244			Isaac H.	173,245,246
	Nancy T.	244			James G.	238,240
	Thomas	168,193,			John	173
		194,229			William	245
NELSON's Mill		168,173,176,		OVERALL Creek Falls		195
		217,229,244		OVERTON:	John	246
NELSON's (Daniel) Mill		175		OVERTON's Field		165,175,215
NELSON's Creek		99		OWENS:	David	211
NELSON's Creek-Versailles					Harrison	230
	Turnpike	94,104			N.	256
*NEELY:	J. H.	250			Rich C.	99

OWEN:	Thomas	256	POINDEXTER:	William	228, 245
	W. B.	256	POLE	Bridges	33
			POPE:	Hardy	194, 205
PARKER:	Capt.	215		John	228
	D.	233		William	178
	Daniel	178, 211	PORCH:	Israel	206
PARKINSON:	R. L.	219	POSEY:	William S. F.	226
PARKS:	John	192, 206		Zach	46, 218
PARRISH:	Thomas L.	231	POWELL:	William	215
	William G.	230		Capt. William	178
PATE:	Henry	94	POWERS:	Thomas	51
PATTERSON:	Ellen P.	225	PRATER's	Mill	183, 184
	John	93	PREWETT:	Henry	108
	Samuel	254	PREWITT:	John B.	204
PATTON:	David	94	PRICE:	David	213
PEACOCK:	Micajah	206		Frank	108
	William J.	111		J. W.	96
PEALER:	Moses	197		John	98, 114, 2, 195
PEARSON:	Hiram	220		John W.	227
PEAY:	Thomas J.	89		Parthenia	227
	T. T.	248	PRIM:	Abraham	210
PEEBLES:	Isham	113, 183	PROVIDENCE	Meeting House	175
	J. R.	186	PUBLIC	SQUARE	179
PEEK:	Simon	248	PUCKETT:	B. F.	88
PERKINS:	John	125		Charles	233, 253
	P. A.	225, 240		William	233
	Sarah A.	225	PULER:	Moses	197
	Samuel	94	PURDY:	Maj. Robert	1149, 172, 202
PERKIN's Crossroads		69		Gen. Robert	217, 247
PERRY:	Burwell	214	PURSEL:	Abel	197, 200
	Capt.	151	PURSELL:	Abraham	206
	Nancy	236, 246	PURUS:	Dr. G. S.	182
	Nath	212, 246, 247	PUSLEY:	--	197
	William S.	153	PUTMAN:	Joseph	96
PETERSBURG		88	PYBASS:	--	164
PETTIS:	Thomas	94	PYLAND:	William	223
PHILIP Meeting House		183	QUAILS:	Roger	242
PHILIPS:	Rich	202	RADFORD:	Major	1149, 202
PHILLIP:	Bennett	144, 145, 149, 152, 196, 200	RAIN's	Mill	79
	Burnett	148	RAINCY:	William	98
	Samuel	247	RANKIN:	David	206
	William J.	257		Robert D.	111, 112
PHILLIP's (Bennett) Horse		147, 150, 151, 156, 197, 208, 247	RANKIN's	Lane	171
PIERCE:	Granville S. S.	96, 219, 256	RALSTON:	Mary A.	186
	Dr. G. S.	68		Mrs.	257
PIERCE's Mill		180, 183, 184, 256		Robert	112
PINKERTON:	Joseph	95	RANSOM:	--	230
PITT:	John	242		Mrs. B.	249
PITTS:	A.	128, 249		C. R.	231
	J.	254		C. T.	231
POINDEXTER:	James	228		Dr.	98
	Joseph	228, 229		John	224
				Joseph	98, 128, 224
				Dr. Medicus	222

RANSOM:	W. A.	249	ROSS:	Isiah	161
	W. W.	247		James	199, 207
RAWLINS:	William	204		W. W.	184
READ:	John	231, 232	ROULHAC:	William G.	79
	John W.	199		ROVER	110
	William A.	88	ROWTON:	William	206
READY:	Charles	154, 205,	RUBLE:	E. A.	88
		213, 217, 248	RUCKER:	Benjamin	209
	Charles Jr.	52, 88, 231		Col.	146, 147, 148, 158
READY's Mill		140, 142,			171, 196, 200, 250
		143, 146, 149,		Daniel	202
		150, 154, 155, 159,		Edmund	250
		162-164, 166, 169,		James	194, 209, 250
		193, 195, 198, 199,		Mary T.	250
		203, 207, 210, 213-		Samuel J.	96
		215, 217, 248		Samuel R.	250
READY's Road		152		Sen.	46
REDD:	John H.	232		Thomas	17, 140, 141,
REED:	Lemuel	221			142, 144, 155, 158,
REED's (Lem'l) Blacksmith					192, 194, 212,
	Shop	170, 248			250
REEVES:	B. C.	227		Thomas Jr.	66
	John	178, 218, 212		Thomas S.	52, 162
	Levi W.	94	RUCKER's (James) Branch		141
RENSHAW:	Isaiah	248	RUCKER's Meeting House		147, 149
	John	248	RUCKER's (James) Mill		156, 157, 158,
RENSHAW's Road		162, 213			208, 209, 217
REVIL:	Isham	115	RUCKER's (Samuel) Mill		159, 250
REYNOLDS:	John	206	RUNNELS:	P. K.	108
RHEA:	Arch	26	RUSHING:	A.	91
RHODES:	Joseph	253	RUSSING:	Abraham	204
	William S.	132	RUSSELL:	James	210
RICHARDSON:	James	222	RUSSWURM:	John S.	70
	Samuel	211	RUTHERFORD-Wilson County		
RICHMOND:	Dr. J. B.	68		Turnpike	127
RIDEOUT:	Elisha	207	RUTLEDGE:	Sarah	157, 236
	Thomas	225, 240, 253		William	208
RIDLEY:	B.	247	SALEM Methodist Church		252
	Henry	46	SALEM Turnpike		70, 73, 97,
ROACH:	Stephen	249			100, 101, 110
ROAD Metal		132	SALEM-Windrow Turnpike		128
ROBERTSON:	James	13, 16	SALINE River Trail		5
	Matthew	200	SAND Spring		234
	Moses	192	SANDERS:	Houston	112
	William	207		Summer	112
	William M.	52		William M.	112
ROBINSON:	Hugh	145, 146,	SAUNDERS:	Cornelius	154, 155, 166, 204,
		199, 249			205, 206, 193, 199
	Isaiah	256		Donelson	220
	Mereday	206		Elisha	205
	Samuel B.	252		Philip	194, 198
	William	199	SCARBO:	Joseph	217
ROCK SPRINGS		162, 213	SEARCY:	Anderson	170, 178, 210,
ROCK Springs Meeting Hse		153,			217, 235, 251
		204, 249			
ROGER:	Robert	168, 249	William W.		140, 158, 192, 251

SEATON:	George	197	SMITH:	Joseph	59
SELLERS:	William M.	126		L. J.	253
SELRIDGE:	John	249		L. R.	251
SERATT:	John	205		Mary	251
SEWANEE Hotel		28		Millington	160
SHACKLETT:	John	79		Noah	213
SHALL:	George	46		N. M. N. B.	228
SHANKS:	Arch	205		Peyton	178
SHANNON:	T. G.	126		R. H.	251
SHARPE:	Alfred	210		Robert	17,140,
	James	198,214			144,146,147,156-
	John P.	222			159,161,162,170,
SHAW:	Christopher	51			172,199,200,208,
	T. L. D. W.	51			210-212,217,252
SHELEY:	Isaac	209		Robert Jr.	201
SHELBYVILLE-Fayetteville				Robert M.	230
	Turnpike	101		R. P.	235
SHELTON:	Godfrey	167		Robert P.	245
	John	126,188		Samuel	251
SHEPERD:	B. H.	229		Stephen A.	230
	Peyton	249		Theodore	253
SHIELDS:	Alex	52		Thomas	193,199
SHULTZ:	Theodore	229		Thomas B.	157,252,253
SHUNPIKES		75		William	149,207,211,
SHUTE:	Thomas	224,227			221,252,253,254
SIKES:	Jesse	237		William E.	251
SILVER Springs		223		William F.	93, 96,126,
SIMMON:	Adam	179			170,251,253
	James S.	112		Gen. Wm Hunter	194,253
SIMPSON:	--	205		SMITH's (John) Mill	176,218
	Hugh	147		SMOTHERMAN: John	150
	J. T.	109		SMYRNA-Stewarts Creek	
SIMPSON's (Wm) Store		169		Turnpike	113,114,115
SIMS:	Dr. Simpson	199		SMYRNA-Stones River	
	Swepson	252		Turnpike	112,114,115
SKEIGN:	Dorson	96		SNEED:	236
SMARTT:	George R.	52		John	180
SMITH:	Ben	149,251		William	245
	Bennett	151,187,202,		James	224
		211,215,251		Mrs. Malissa	245
	B.	174		T. B.	248
	Cunningham	201,217		Willis	229,233
	D. D.	249		William	245
	E. H. F.	251		SNELL's Ford	224
	Ephraim F.	251,257		SOLOMON George Gap	109,141,
	Erasmus	96			147,200
	G. W.	252		SPANN:	216
	George W.	93,126,		SPARKS:	258
		251,253		SPARTA	28
	Guy	203		SPENCE:	247
	Jackson	228,244		B. B.	231
	James B.	228		M.	
	Joel	51,210		William	88, 91, 94,
	John	173,175,195,			97, 98,237
		199,216,217,		SPRINGFIELD Tract	251,253
		245,251,252		SQUIRREL Hill	142-145,
	John P.	110		St. Cloud Hotel	195,196
				STAGE Road	28
					28

STATEVILLE-Midland		109,113,	THOMPSON:	Henry D.	170,171
Turnpike		114,115,117		John	156,208,214,254
STEPHENS:	Henry	198		Joseph	221,241,254
	James	199		Joseph R.	132
STEPHENSON:	John	175		Mary	241,242,254
	William	197		Moses	241,242,254
STEVENS:	Henry	202		Robert	114,156,194,
STEWART:	Daniel M.	52			198,241,242
STEWARTSBOROUGH	Road	121			254,255
STEWARTS Creek	Seminary	214	THOMPSON	Street	156
STILLHOUSES		169,170		THOMPSON's Mill	79
STOCKARD:	James E.	111,127	TODD:	Edmund	205
	John	167,216		J.	129
STOKES:	William	223	TOLL Rater		74, 85,
STONE Fort		16,171			105,115,117
STONES RIVER Cemetery		225	TOMPKINS:	James M.	225,242,249,256
STRAND:	A. W.	109	TRAIL:	F. G.	255
STRICKLAND:	Barnett	198	TRAIL:	Spring Branch	255
STROOP:	John	232		W.	255
STROUD:	--	177,218		William	170,255
SUBLETT:	George A.	231	TRAVIS:	William	195
	William A.	227	Trott:	Benjamin	212
SUGGS:	Nehemiah	111		Henry Jr.	52
SULLINS:	John	140,142,145, 15	Trott's (Henry) Mill		179,180,255
SULLINS Creek	(John)	17,140,192	TUCKER:	Campbell	146,163,165,
SULLINS Lane		151			199,213,214
SULLIVAN:	Jesse	223		George	194
	William	235		James	206
SUMMERS:	Abner	229,237		John	165
	Thomas	216		William	199
SWAN:	Moses	209	TUCKER's	Blacksmith Shop	177,218
TALLEY:	B. C.	248	TURNER:	Joseph	238
TANYARD		229		Joseph T. B.	222,238
TAYLOR:	Arthur	200		Silas	113
	B. B.	99		Thomas	98
	Edmund	52	TURNPIKE RULES		77
	George R.	37, 38	TWEATT:	William	206
TAYLOR's Trace		16, 17,144, 146,162,194, 196,199,212	TYLER:	Thomas	213
TEAGUE:	Magness	199	UNDERWOOD:	Levi S.	225
TEAR:	- -	196		William D.	225
TELFORD:	John M.	238,250	UNION Hill	Academy	219,244
	Nancy	238	UNION Turnpike		115
	Thomas	41	UNIONVILLE Turnpike		109
TELFORD's Mill		238	USELTON:	George	248
TELFORD's (Nicholas) Mill		172,175,218	VANCE:	Peter	204
TELLICO Treaty		26	VAUGHAN:	James	180
TEMPLETON:	B.	245	VAUGHN:	Drury	146,256
TENISON:	Hiram	52		James	220
TERRILL:	Leighton	52		Peter	207,256
THACKER:	Larkin	192,202		Richard B.	220
THOMAS:	G. W.	254	VAUX:	W. M.	181
	William	153,201,254	VERSAILLES		70,100
THOMPSON:	Ann	241,254	VINCENT:	William	151,158,203,214
	George	46			

WADE:	B. T.	68	WEAKLEY's (Col) Spring	143,163,
	H.	184		195,210
	Henry	112	WEATHER: John	166
	John	163,256	WEATHERFORD: John D.	89,175
	John M.	239	WEATHERLY: Abner	232
	Julius	111,112,	Absolum	52
		125,256	WEBB: Aaron	215
	Levi	228,246	Isiah	159,160,196,211
	M. B.	112,256	Dr. John	97
	Polly	184	John D.	230
	R.	184	Josiah	199
	Richard	112,256	Dr. William S.	89
	R. W.	256	WEIR: William	209
	William	163,209,256	WELLS: James	204
WADLEY:	John W.	247	WENDEL: David	46
	Samuel	203	D. D.	242
WAIDEN:	Charles H.	79	Thomas N.	247
	H.	91	WEST Fork Wagon Road	141
WALLACE:	John	158,198,216	WHALEN: William	208
	Joseph	210	WHARRY: Jackson	153
	William	167,257,216	WHITE: A. H.	95
WALNUT	Grove Meth Church	243	B. G.	95
WALTON:	Capt. William	14	B. N.	258
WALTON's	Road	14, 15, 43	Burrel G.	258
WARD:	Best	240	Franklin	258
	Burwell	194	G. B.	107,108
	James J.	233	H. H.	108
	Ezekiel	233	John	204
	Martha	233	Levi	90
	Mary	233	Stephen	155,198,241,258
	Thomas	96	W. B.	128,219
WARNICK:	John	205,214	WHITE's Field	156
	Robert	201	WHITE's Mill	182
WARREN:	Jonathan	204	WHITE's (H) Milldam	244
	William	212	WHITE's Store	108,185
WARREN's Mill		178	WHITE's (Stephen) Glade	158,166,
WASHBURN:	Samuel	213		176,204
WASHINGTON:	F. W.	252,253	WHITMAN: A. G.	247
WASHINGTON Cemetery		252,253	WHITNEY: Lewis	205
WATKINS:	Adeline W.	256,257	WHITSITH: James	213
	J. F.	110	WHITSON: William	231
	Joseph	231,243	WILBURN: James	204
	J. W.	243	WILKERSON: G. H.	256
	Margaret	243	W. A.	256
	W. L.	112,256	WILKERSON Turnpike	137
	Samuel B.	243	WILLIAMS: Chesley	99
	Wilson L.	256	H. C.	126
	Wilson S.	67	James	232
WATSON:	Alan D.	12	J. N.	96
	James	165	I.	195
WATTERSON:	William	56	Mrs.	232
	William S.	51	Ralph	212
WEAKLEY:	Enlosa	257	William	211
	F.	257	WILLIAM's Mill	172
	Hickman	112,257	WILLIAMSON County-Salem	98,104
	S.	257	Turnpike	
	Col. Robert	46,257	WILLIS: Amos	198

WILLS:	James	204	YAGER:	Paschel	239
WILSON:	Col. James	148	YARDLY:	Thomas	196,206,
	Jesse	147,200			210,226
	John	217	YOUNG:	Peter	142
	John A.	221	YOUNGBLOOD:	Thomas	177,222,239
	Samuel	142,143, 195,202,258	YUREE:	Elizabeth	259
WILSON's (Samuel)	Shoals	149,151,152		Francis	143,146,148, 150,153,154,
WILSON Shoals		158,161,163, 164,166,167,174, 177,195,202,210			161,163,164, 167,195,198, 199,201,203, 213,214,259
WILSON Hill Road		248	James		237
WINDROW:	Byas	98	Silas M.		259
	Henry	208	William		213
	H.	128	Widow		177
	John	200	YUREE's Gap		79
	Travis	98			
WINDROW's Campground		249			
WINDROW's Store		184			
WINSETT:	David	209			
	James J.	259			
WINSTON:	Samuel	93,231,237,243			
	Nath	245, 25			
WITTY:	W. A.	109			
WOLF:	Hill	157,209,212			
WORK:	John	235			
WOODS:	Arch	94			
	James B.	240			
	John	228,240,243			
	John H.	89			
	John H., Jr.	52			
	Johnson	94			
	Dr. S. H.	95			
	R. H.	241			
	Thomas L.	216			
	William C.	229			
WRIGHT:	Jacob	91,176, 232,235			
	John	194			
	John S.	250			
	Richard	203,214,259			
	Capt. Richard	153			
	Thompson	176,207			
WRIGHT's (Jacob) Bridge		91, 98			
WRIGHT's (J.N.) Mill		189			
WRIGHT's (Isaac) Mill		143,145, 146,148,153, 168,233,258			
WRIGHT's (Thompson) Mill		180			

DATE DUE

AP 25 '96		
MY 13 '96	DEC 31 2002	
MY 15 '96		
FE 13 '97	AUG 11 2002	
FE 08 '97	AUG 11 2002	
DE 15 '97		
NO 20 '97	NOV 6 2002	
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